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BIG DUTCH BOAT.

ASHORE NEAR HONGKONG.

"OOSTKORK" GOES AGROUND.

In the early hours of this morning when within eighteen miles of Hongkong, her destination, the s.s. Oostkork, of the Holland East-Asia Line, went ashore off the North East Head of Tamkam Island. She was on her way from Manila and was due to arrive early this morning. A wireless message was received at the Harbour Office about 7.30 a.m. giving details of her predicament and stating that there was no immediate danger.

The Oostkork, previously the Angdekerk, the Exminster Abbey and the Heilbromm, was built in 1914, and the Hongkong agents are the Java-China-Japan Lijn. She is quite a big vessel, of over 5,000 tons register, 475 feet over-all, with a beam of 60.8 feet and a depth of 32.7 feet. She carries wireless.

On enquiry from the local agents, we were informed that they received a wireless message at 8 a.m. merely stating that the ship had gone ashore this morning at a point near Waglan, and was in no immediate danger. They did not think there was any likelihood of the vessel being seriously damaged. Arrangements were made to despatch a tug to the scene, and the Henry Keswick left at 11 o'clock this forenoon. No further news from the ship had been received up to noon.

The Oostkork is commanded by Capt. J. H. Gunthermuh, and is on the regular Europe, Java, Manila, China, Vladivostok and Japan run.

HONGKONG CURRENCY.

NOT LEGAL IN CANTON.

(Our Own Correspondent.)

Canton, 3rd. April.
Efforts are being made by the Canton Government to raise the value of their local currency, and to popularize Government bank notes. Yesterday the Post Offices refused to accept Hongkong bank notes, under Government orders, and would only accept local currency.

The Canton Government has issued notices informing shops and traders that Hongkong money is not legal tender for cash payments in Canton, and ordering shopkeepers to refuse to accept the foreign money, but to send their customers to the money changers.

The popularity of the "U-Fung" notes is considerable and widespread, and the slight inconvenience of always changing into small coins for actual payments will not prevent the people from keeping good money in their pockets, as well as in the proverbial "long stocking."

THE "MANTUA."

AGAIN DELAYED BY FOG.

The foggy weather outside is proving a big handicap to shipping, and the result is that the P. and O. liner Mantua, from the North, is again delayed.

It is as yet uncertain whether she will be in port to-night or not but in any case, the P. and O. Company advises us, she will not sail for Home until 11 o'clock to-morrow morning.

MORE SNATCHING.

A LADY VISITOR'S LOSS.

Mrs. Soderblom, a visitor to the Colony, staying at the Hongkong Hotel, obtained a vivid impression of local criminals at work when one of these relieved her of a handbag in Wellington Street last night.

Reporting to the police, she states that she was walking along Wellington Street, when, near Aberdeen Street, a man stealthily crept up from behind and seized her handbag from her. He ran down another thoroughfare and disappeared.

In the handbag were one sovereign, six half-sovereigns and about \$150 in notes. Her birth certificate and passport were also in the bag.

OBITUARY.

MISS BEATRICE HARDWICK

Much sympathy will be felt for Mr. and Mrs. Hardwick, of Quarry Bay, in the heavy loss which they have suffered by the death of their 16-year-old daughter, Beatrice ("Trixy"), which occurred at the French Hospital this morning.

The deceased, who was taken ill on Sunday last, was admitted to hospital on the following day, and on Tuesday she was operated on for appendicitis. She stood the operation fairly well, but later had a relapse and passed away as stated. Very popular with all who knew her, her demise will be deeply mourned by a large circle of friends.

CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph".)

Taxicabs.

Sir.—In view of the fact that the Taxicab Company are beginning to give the public a little better service, may I suggest that the interior of the taxis be lighted up as before? Nearly all the taxis for hire at present have no interior lights, the consequence being that persons hiring taxis after dark cannot read a newspaper on the way home and are apt to leave their belongings behind.

I trust the company will take this suggestion in the kindly spirit in which it is meant.

Yours etc.

REGULAR PA'RON.

Hongkong, April 3rd, 1925.

INDIAN REFORM.

MR. DAS'S REPLIES.

Patna, April 3.

A conciliatory speech was made by Mr. Das in response to Lord Birkenhead's statement in the House of Lords on March 30th, which he described as frank and courteous.

Mr. Das agreed that freedom would not be reached by violence, and said he was anxious to carry on active propaganda against an evil which was a standing menace to the establishment of Swaraj. At the same time all efforts hitherto would not be effective unless the Government created a favourable atmosphere. Mr. Das criticised the Bengal Ordinance, and invited Lord Birkenhead searchingly to inquire into the causes of the revolutionary movement in India, and thereafter apply the proper remedy.

He asserted that the revolutionary movement would disappear when the Government laid the foundation of freedom of thought and a favourable atmosphere was created "for further discussion," but he was unable to co-operate with the Government in its present policy of repression. —*Reuter.*

YAU MATI FERRY INCIDENTS.

MAN DROWNED: WOMAN RESCUED.

As the Yau mati ferry Man Fat drew away from the Yau mati pier at 7.45 this morning, a woman jumped overboard with the intention, it is presumed, of taking her life. Several sailors immediately proceeded to the rescue, and the woman was taken out very little the worse for her experience and handed over to the police. It was remarked that before the rash act the woman was busy eating cakes which she had brought along in a paper parcel, apparently as a means of fortifying herself before committing the deed.

From another launch belonging to the same Company, a Chinese male passenger committed suicide this morning. He was seen to jump from the ferry Manang and to disappear under the water. He must have been drowned immediately, for a search was carried out without result.

DUNLOP MEETING.

CHAIRMAN ON RUBBER RESTRICTION.

London, April 3.

Presiding at the general meeting of the Dunlop Rubber Company, Sir Eric Geddes announced the payment of a dividend on three classes of preference shares. A dividend was passed on the ordinary shares with a view to accumulating substantial reserves.

He recorded enormous expansion of the home and export trade. The company was not yet entirely on its feet, but he hoped this was the last year the shareholders would be asked to make a sacrifice. He announced that he would visit Malacca this year to inquire into matters affecting the estates. He said that as a result of restriction of rubber output the countries where development could occur were those not under the British flag. It seemed most unfair that they should be denied the right to bring home rubber obliged to buy largely from another nation. Restriction was admittedly temporary, but the whole question should be re-investigated, unless the development of new areas was to pass entirely to the Dutch Indies and elsewhere. —*Reuter.*

LANCASHIRE CLOTH.

PLAN TO REDUCE COSTS.

London, April 3.

A private conference of employers in all branches of the cotton industry has been held at Manchester to consider the serious position of the industry after three years of trade depression.

The conference is the result of a suggestion by a special committee of the Federation of Master Cottonspinners, who pointed out that the spinners and weavers have borne the heaviest share of the losses, amounting to many millions sterling, and the time has arrived when subsidiary trades should co-operate to reduce the costs of production and help to bring Lancashire yarn cloth again within the reach of the poor population in tropical countries. —*Reuter.*

MUMTAZ BEGUM.

MORE EVIDENCE.

Bombay, April 3.

A new turn to the Malabar Hill case was taken when the witness Phansie's statement to the Bombay police at Indore was read out, in which Muntaz is alleged to have told Phansie that she was willing to return to Indore as she was not so comfortable with Bawla.

Phansie denied that the Maharaja of Indore had spoken to him regarding Muntaz. —*Reuter.*

FRENCH CRISIS

PROPOSED CAPITAL LEVY.

THE VATICAN QUESTION.

Paris, April 3

The fiscal measures recommended by M. Clementel including a fifty per cent. increase in the income tax, have been dropped.

The Government is resolutely opposed to any increase in the note circulation, but in order to provide the Treasury with the necessary funds probably the Government will ask the authority of parliament to introduce a capital levy, payments to be spread over ten years.

According to the Temps, the proposed capital levy will be ten per cent., payable over a decade, with facilities for settlement in advance.

Impartial observers, however, anticipate an early political crisis, resulting in a dissolution and fresh elections.

The Temps confirms that M. Loucheur had declined the Finance Ministry before M. De Monzie was accepted, as he disagreed with the Government's plans for dealing with the financial crisis. —*Reuter.*

THE NEW MINISTER.

Paris, April 3.

M. De Monzie, the new Finance Minister, is a barrister aged 45, and a member of the radical group in the senate known as the Gauche Democratique.

He was the principal initiator of a resumption of relations with Russia, and is opposed to abolition of the Embassy at the Vatican.

It is reported that his acceptance of office was conditional on the Government's adopting a compromise whereby the charge d'affaires representing Alsace-Lorraine at the Vatican could carry on for the interests of the rest of France. This should strengthen the Government's position in the forthcoming debate on the Vatican question in the Senate, for if the Government had persisted in demanding a rupture with the Vatican it would probably have been defeated.

On the other hand, if the Government yields to the Socialist demand for a capital levy and the Senate throw out the measure, the Government would be faced with the dilemma of resigning or dissolving Parliament and appealing to the country. —*Reuter.*

Paris, April 3.
M. De Monzie has confirmed that the Government has accepted the compromise as regards the Vatican. —*Reuter.*

THE PREMIER SPEAKS.

Paris, April 3.

In the Chamber, M. Herriot refused to make a statement on M. Clementel's resignation this afternoon, and obtained an adjournment sine die of the interpellation, which was made a question of confidence, only the Communists opposing. He fore-shadowed a Bill embodying reform to set the country's finances on their feet.

Ironical Opposition laughter greeted his opinion that this alone could ensure the re-valorization of the franc and a fall in the cost of living. The Chamber was adjourned until Tuesday.

M. Herriot, speaking at a party meeting later, said the principles governing the elaboration of the Government's schemes consisted principally of a sort of capital levy, which would more particularly affect acquired wealth, while avoiding interfering with wealth in the course of formation. —*Reuter.*

CORN SLUMP.

FRANTIC SELLING.

Chicago, April 3.

The corn market was in a state of semi-demoralisation to-day. Prices declined six to seven cents, and reached the lowest level of the season.

There is urgent selling to stop losses, which shows the market is unsupported. —*Reuter's American Service.*

LEE WHITE CO.

BIG HIT AT OPENING SHOW.

The opening night of the Lee White and Clay Smith Revue Company's season at the Theatre Royal last night was a most pronounced success. It was, of course, a foregone conclusion that the Company would thoroughly justify the reputation which came before, and it can be truly said that previous reports were not at all exaggerated. It was quite an easy matter for those present last night to imagine themselves back for a couple of hours at one of London's brightest shows.

The Company is most versatile, and the various items, necessitating change of scenery etc., are presented with a smoothness which shows excellent stage management.

Miss Lee White has, of course, been heard in London by many local residents, and her appearance last night was the signal for a hearty outburst of applause. She is an artiste of unique originality and has the happy knack of captivating her audience with her happy and vivacious personality. Her final appearance in company with Mr. Clay Smith brought the house down, and she smilingly responded with several encores. Mr. Clay Smith in an exceptionally clever and entertaining artist, and he, too, received an ovation.

Mr. Gus McNaughton, the leading funny man of the show, is a born comedian and was quite the "hit" of the evening. His quaint drolleries and screamingly funny mimicry kept the house in roars of laughter.

"A Legend of the Nile," in which Miss Mae Baird, Archibald Thompson, Reggie Dandy, Miss Lee White and other members of the Company take part, was a most attractive piece of pageantry. Mr. Dandy has a beautiful voice, while his particular role gave him an opportunity to display strong dramatic power.

Miss Mae Baird and Mr. Archibald Thompson, two Australian dancers, appeared several times and their work is of a very high order. In the "Society Cabaret Dancers" they were especially clever, and their act met with well deserved applause.

Lack of space prevents us from mentioning other members of the Company, although a word must be said in praise of the "Peaches." Their dancing and singing is really delightful, and the dresses worn met with very definite approval from the lady members of the audience.

It is rarely that Hongkong is favoured with such an all round excellent show, and, in spite of the weather, crowded houses should prevail during the brief season here. One of the features is the excellent effect the orchestra obtains under Mr. Albert Keats.

ANOTHER NAVAL DOCK.

AUSTRALIAN PROPOSAL.

Sydney, April 3.

The managers of Walsh Island dockyard have submitted to the Navy Board proposals for the construction of a floating dock at Newcastle, New South Wales, for commercial and naval purposes, at an estimated cost of over a hundred thousand sterling. —*Reuter.*

EARLIER PARCELS.

London, April 3.

The English parcel mail for the Far East, India and Australia will depart on April 7, instead of April 8, in consequence of the Easter holidays. —*Reuter.*

TO-DAY.

Closing Exchange 2s. 3. 1/16
Lighting Up-Time 6.39 p.m.

Bulls and Inners

From the Office Butts. □ □

We are authorised to contradict the rumour that a tasselated pavement is to be laid down at the Peak Tram Station on which by-laws will be incorporated in staro.

You can always tell if a girl has been working hard by looking at the third finger of her left hand.

Man sprang from the ape, but some of them didn't spring far enough.

Social Note: You won't climb very far if there are ladders in your stockings.

This Week's Book:—"A Topoe topos Sold," by Frank Onian Trotter.

A local taxi was practically undamaged when fished out of the harbour. As Punch said of the Fordes, you can't even drown 'em!

One advantage of being a contentarian is that the insurance agents lose interest in you.

Shanghai is the city of opportunities. A man who went there ten years ago now owes \$18,349.

Bad news from Scotland. A fisher, describing the capture of a 30lb. salmon, dislocated both shoulders.

Just as we thought fine weather was due, another bunch of tourists arrived.

Many a bright youth would find things dull if he paid the shroffs.

Just at this time of the year, flowers and golfers grow wild.

The new summer styles remind us that lots of women will go without everything excepting money.

You can combine gardening and golfing by using a mid-iron as a hoe.

Some of these vehicles in Kowloon will soon be incubuses.

Time was in this town when all that the bankers knew about piece-goods could go in your eye and not incommode.

Chapel residents have complained that fish, frogs and sewage contaminate the water. Anyhow, there should be plenty of body in it.

Local military orders complain of moths damaging water bottle covers. The S.P.C.A. should take the matter up, otherwise the poor little moths are liable to get into hot water.

"Hail in Bangkok," states a contemporary. From what we know of the climate there, the first word is incorrectly spelt.

A local contemporary recently announced that a Hongkong University professor would lecture on "the alleged missing ling." We can appreciate the difficulty of placing him.

A newspaper paragraph states that editors in Singapore are notoriously long-lived. Elsewhere they are mostly short-tempered.

A young bachelor with money to burn has difficulty in avoiding a match.

Speaking of telephones, how is it that the wrong numbers are never engaged?

There is no truth in the suggestion that a taxi deliberately fell into the harbour for purposes of propaganda.

Some houses are advertised for sale, "brokers barred." We agree that in these days of shortage even a broker should not be allowed to possess more than two houses.

Wireless refrigeration is the latest invention. But we've had it in Hongkong for years. Peak Tram Station on which by-laws will be incorporated in staro.

A half-truth is seldom the better half.

Our interest in China may not be so intense, but it's accumulating.

MacWhirter, he says an experienced husband is one who remembers his wife's birthday but forgets which one it is.

Motor Note: The easiest way of reaching the next world is by keeping your foot on the accelerator and your eyes off the road.

Thus a contemporary on Thursday:—"A plague as of the darkness of Egypt descended on the Hongkong yesterday." Tut tut—ankhamon!

A jazz drummer is missing in Shanghai. We suggest they search the boiler-shops.

The wife of a famous New York violinist is seeking a divorce. Tired of playing second fiddle, we suppose.

The worst of these new song hits is that those which require hitting most, always escape.

Some of our flappers are as long past their nicotineas.

Home Note: The first essential in training a child is to have more sense than he has.

A local contemporary the other day referred to an "overpowered face." Squashed, so to speak.

Motor Note: A hand in hand is not worth two on the steering wheel.

Latest illustrated papers from Home show Eros lying face down on a Piccadilly pavement. This reversion must have made him sore.

George Washington lived too early, anyhow. We'd like to have asked him how many miles he got to the gallon.

Local dancers are now taking up the feather-stop, especially the gay young chickens.

Civilisation is spreading. Canton is now taxing blankets, gramophones and clocks as "luxuries."

"Indian Changed," says a local contemporary, reporting a police case. We hope it was not done in open court.

Balloon tyres are all right; it's balloon heads that are all wrong.

Americans out East, who are being informed that Income Tax forms are ready, consider the Statue of Liberty a memorial.

One advantage about this sticky weather is that you save wear and tear of the tongue when sealing envelopes.

Local peach imports have strengthened during the week.

Bo Gum! This is just the weather to read about that Indore conspiracy.

According to law, no pedestrian is obliged to jump out of the way of a bus, but nevertheless it is a good time to waive his right.

The folk who are forever declaring that they feel like a two-year-old, invariably neglect to state if it is horse or egg.

Keeping your nose at the grindstone, helps you to turn it up at the shroff.

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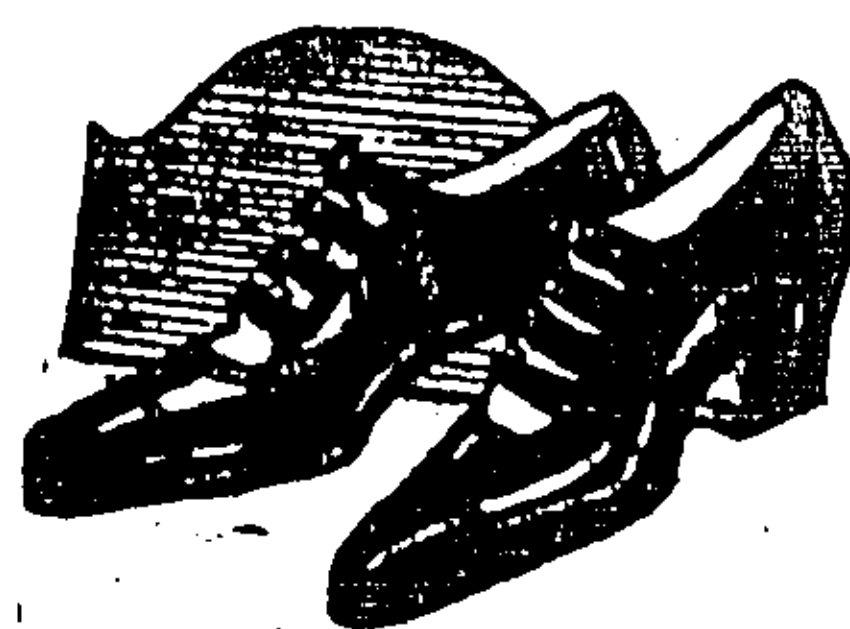
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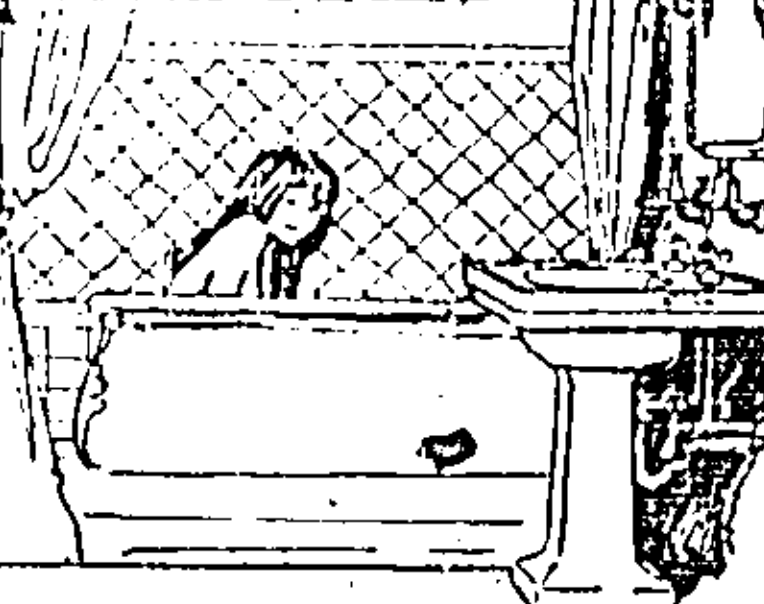
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ENGINEERS AND
SHIPBUILDERS.ANNUAL MEETING OF
INSTITUTION.

The thirty-fourth annual general meeting of the Institution of Engineers and Shipbuilders was held in the rooms of the Institution last evening.

In the absence of the President, (Mr. W. Russell), Mr. S. Baker, past-President, occupied the chair. There was a large attendance of members.

The Chairman said the first thing they had to discuss was whether the same donations as last year should be made by the Institution to various charities at home and whether a grant of \$500 should be made to the Hongkong Seamen's Institute as they did last year. The statement of accounts showed a credit balance of over \$7,000. He would leave it to members whether these donations should be repeated.

The meeting having approved of the proposal that the same charitable donations as last year be made the Chairman proceeded to comment on the membership, which he described as very good. The membership totalled 602, which showed a very substantial increase over last year's total. One thing to which he would like to call the attention of the members was the great decrease in bad debts. They had had considerable trouble for years over the matter of bad debts and he was glad to see the improvement last year. The scheme introduced last year of sending to members statements of their previous months' dues should be followed. He felt sure members would give their support. The Chairman took the opportunity of thanking the Librarian, Mr. Stokes, and Messrs. Brown and Leach, the Secretary and Treasurer, for their services.

The election of office-bearers then took place.

Mr. Frost Elected President.

Mr. J. Tully proposed the appointment of Mr. B. L. Frost as President. He said Mr. Frost had served on the Committee since 1912 and had been twice vice-President. He understood Mr. Frost did not intend to stay in Hongkong much longer and he thought the least they could do, as a mark of their esteem for the work which Mr. Frost had done for the Institution, was to elect him as President.

Mr. Hunter seconded the proposal which was carried with acclamation.

Mr. Frost briefly expressed his thanks for the appointment. He took over the Chair from Mr. Baker.

Other officials appointed were: Vice-presidents, Mr. E. Cock and Mr. J. Ormiston; Secretary, Mr. P. T. Farrell; Treasurer, Mr. R. Johnstone; Librarian, Mr. J. W. Stokes.

General Committee: Messrs. R. Hunter, G. J. Harman, J. E. Hansen, W. J. Hill, L. H. Kearne, A. W. J. Hoy, E. W. Blackmore, A. J. Stock, A. B. Haselett, T. G. Patterson, L. J. Blackburn and J. B. Hamilton.

Messrs. Lowe, Bingham and Matthews were elected auditors.

Mr. Frost next distributed the prizes for the billiards competition conducted by the Institute, after which he made a short speech, thanking the prize-donors, the officials and Mr. R. E. Nicholson, of the Cosmopolitan Docks, and Mrs. J. Harrington, who generously supplied the flowers for the official tables at the Annual Ball of the Institute.

Criticism of Ball Expenses.

Before the meeting closed Mr. Frost said he understood Mr. Tully desired to ask a few questions.

Mr. Tully said he did not wish to ask questions, but there was one thing to which he would draw the attention of members. The Annual Ball of the Institute had become very popular and every year they received satisfactory support, but nevertheless it was organised at a high cost to the Institute. The Committee would do well to seriously think out some arrangements, whereby such expenses could be avoided. There was no reason why the Ball could not be made self-supporting at other societies had done.

The Chairman said that with regard to the Ball the Committee called a general meeting to which every member was invited to attend. Those who did not attend had to abide by the decision of members who attended the meeting. He quite agreed with what Mr. Tully had said,—the expenses incurred in respect of the Ball this year, for instance, amounted to \$1,200,—but at

KILLED BY A LORRY.

SAD SINGAPORE ACCIDENT.
(Our Own Correspondent).

Singapore, April 3.
A sad motor accident occurred last night when Mrs. Katherine Webb, who was seated in front of her house on the five foot way, was knocked down by a lorry and succumbed to her injuries shortly after admission to hospital.

At the same time they had many other things to do. At the meeting of the Committee it was unanimously decided that the subscriptions remain the same as last year. If members wished to raise the subscription they could do so.

The meeting then ended.

The following was an extract from the annual report of the Institution:

The Report.
During the year 102 new members were elected, 12 members resigned, while 11 members have been written off owing to continued absence or for breach of regulations.

As in previous reports we have again to emphasize the necessity of members, and seagoing members especially, notifying the Hon. Secretary of any change in their address, also that members going on leave, or leaving the Colony for 6 months or more, must notify, in writing, the Hon. Secretary, to that effect, otherwise subscriptions in his absence will be charged to his account. Every candidate up for election, as seagoing ordinary or seagoing associate members must enter the name of the ship to which he is attached on the proposal form, the name of the Company not being a sufficient address and no candidate will be put up for election until this is complied with.

We regret to report the loss by death during the past year of the following members, viz:—Mr. H. Day, H. K. Electric Co., Mr. J. Edwards, ss. "Ko Chow," Mr. W. W. Harvey, "Empress of Russia," Mr. J. V. Hunter, ss. "Shan Tung," Mr. J. S. Lang, ss. "Tangestan" and Mr. W. Ross.

During the past year great interest has been taken in billiards, and the Committee have given every encouragement to the members to play. One of the older tables has been replaced by a new table supplied by Messrs. Thurston and Co., London, which is giving the utmost satisfaction. H. J. Stevenson, Ex-Billiard Championship of England gave an exhibition in the Institute during his recent visit to the Colony playing A. Leach, member. The exhibition was greatly enjoyed by all present.

The following are the results of the handicaps completed for during the year.

1st. Prize Presented by The President, Won by Mr. W. E. Douglas; 2nd. Prize (Mr. J. Reid) Won by Mr. A. J. Stock; Break Prize (Mr. P. T. Farrell) Won by Mr. W. Brown. 1st. Prize Presented by Vice-President; Mr. J. B. Hamilton; 2nd. Prize (Mr. K. E. Greig) Mr. R. Johnstone; Break Prize (Mr. A. K. Henderson) Mr. A. Leach.

1st. Prize Prize (Presented by J. I. Thornycroft Co.) Mr. A. J. Stock; 2nd. Prize (Mr. G. Crist) Mr. B. L. Frost; Break Prize (Mr. W. Brown) Mr. L. J. Blackburn.

1st. Prize (Presented by The F. E. Oxygen and Acetylene Co.) Mr. W. E. Douglas; 2nd. Prize (Mr. J. Tully) Mr. Blackmore; Break Prize (The Institution) Mr. W. Brown.

1st. Prize (Presented by Mr. J. M. Rumney) Mr. H. Smythe; 2nd. Prize (Mr. J. McFarlane) Mr. R. Hunter; Break Prize (Mr. H. Smythe) Mr. A. Leach.

1st. Prize (Presented by Mr. G. M. Shaw) Mr. R. Johnstone; 2nd. Prize (Mr. G. Crist) Mr. B. L. Frost; Break Prize (Mr. E. W. Blackmore) Mr. W. Brown.

The result of the year's working shows a net profit of \$7,946.55 against \$6,898.04 for 1923, which is exceedingly satisfactory.

The committee are pleased to note that the appointment of an Executive Committee to go into the question of outstanding debts, etc., and the forwarding to every member of a statement of his previous months dues has had the effect of reducing outstanding debts, considerably.

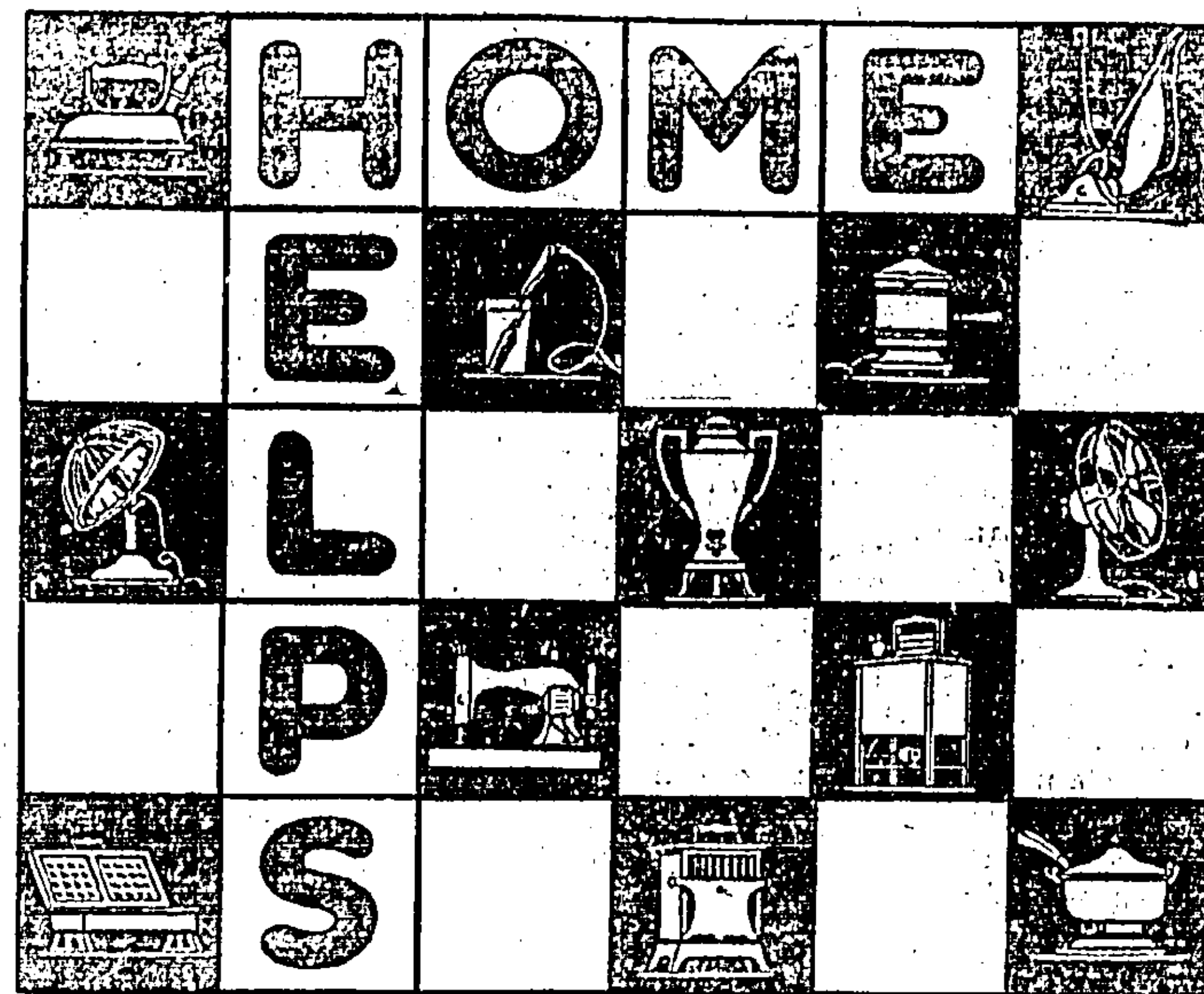
Some members have resented receiving these notices, even to the point of resigning over them, but most members have been reasonable enough to see that it is to the interest of members generally that these notices are sent out.

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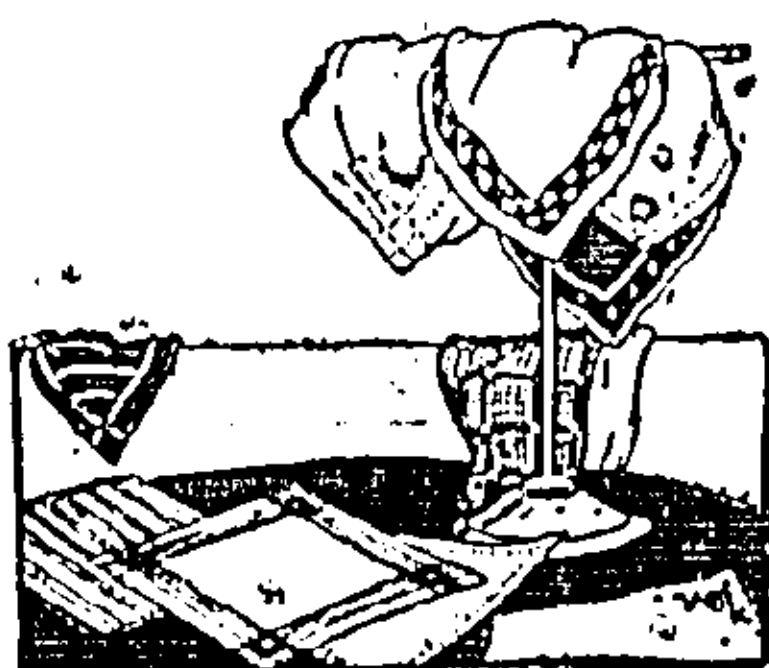
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OLD RESIDENTS LEAVING.

CHINA SUGAR REFINERY PRESENTATIONS.

Two of the oldest members of the China Sugar Refinery staff, in the persons of Mr. J. W. Gloyd, the acting manager, and Mr. P. Plago, were the recipients of interesting presentations yesterday afternoon on the occasion of their retirement. The gathering took place in the Recreation Club attached to the Refinery, and the majority of the members of the Refinery staff, as well as the town office staff, attended to express their feelings of regret at the impending departure of two such old and valued colleagues and to wish them many years of happy retirement in the homeland. Mr. Gloyd, who has been with the Company since May 2, 1891, intends to settle down at Eastbourne, whilst Mr. Plago, who has been 40 years in the service of the Company, proposes to make his home in Scotland. Between them they have a joint service of 81 years, a fine tribute to the Company and to themselves.

Mr. Gloyd was the recipient of a gold wristlet watch, whilst he was also handed for Mrs. Gloyd a silver tea service and tray, the latter being inscribed with the names of those who had contributed to the fund. Messrs. E. B. C. Hornell, G. M. Shaw, H. E. Hollands, S. Baker, D. J. Purves, A. R. Forbes, J. M. McBride, J. Glen, T. C. Thorburn, F. G. Samways, R. H. Whiteford, H. Palmer, J. A. Douglas, J. Baker, T. Dunn, R. McKellar, J. McKellar, J. Anderson, R. W. Lee, R. W. Williamson, P. Plago, H. M. McTavish, W. A. Duce, Choa Poo-sien (compradore) and Choa Poo-ming. Mr. Plago was given a gold wristlet watch and chain.

The presentation was made by Mr. E. B. C. Hornell, the Secretary of the Company, who was briefly introduced by Mr. G. M. Shaw the manager.

A Record to be Proud of.

Mr. Hornell, at the outset of his speech, mentioned that he had been in Hongkong since 1919, and during the period he had been Secretary of the Company he had been present at gatherings similar to that in that Club to say good-bye and God speed to Mr. John Roger, Mr. J. H. Underwood and Mr. Willie Nicholson, of Taikoo.

"To-day," Mr. Hornell proceeded, "we meet to bid farewell to the two present oldest members of the staff—Mr. Plago, whom I cannot describe better than the Grand Old Man of the Refinery, and Mr. J. W. Gloyd. These two gentlemen have had an honorable and eminently satisfactory service to their employers covering a period of 81 years between them. Mr. Plago having arrived in the Colony on the 10, May 1877 and Mr. Gloyd on the 2, May 1891.

"I feel somehow that it is a pity that Mr. Plago could not have faced another year and celebrated his 50 years service with the Refinery on the 10, May next year, but considerations of health must be taken into account before anything else, and when you come to think that Mr. Plago arrived in the Colony three years before I was born, (and I do not consider myself any longer a chicken). It is not surprising that he is anxious to return to the old country and seek the rest and retirement to which he is so justly entitled.

"Mr. Gloyd would have completed his 55th year of service with the Refinery on the 2, May next, and retires with the position of acting manager, which he has filled since Mr. Rodger's retirement with the utmost credit. You will no doubt remember that on the 14, February 1923, when we said good-bye to Messrs. Rodger and Underwood a photograph was taken of the two above named gentlemen and also Messrs. Plago and Gloyd, showing a combined length of service of 152 years.

"This is a record, gentlemen, that any Company in the world might well be proud of, and when you come to think of the conditions under which you have to work in the hot weather here, I think it is all the more remarkable. (Hear, Hear). With the retirement of Mr. Plago and Mr. Gloyd, this army of old veterans has been removed, but I honestly believe that the feeling of esprit de corps in the Refinery staff which has been so marked in the past, is as strong as ever it was. So the times good or bad, and I feel confident that if the friends

CANTONESE COUNTERFEITERS.

POLICE MAKE HAUL IN SINGAPORE.

(Our Own Correspondent)

Singapore, April 3.

The police made a sensational discovery when a complete counterfeiting plant was found in a bungalow at Teluk Kerau. Over three thousand forged notes were also found. Three Cantonese were arrested in connection with the affair.

TWO YEAR OLD ROBBERY.

A FATAL RAID ON A VILLAGE.

A robbery, committed in April 1923, had its sequel at the Central Magistracy yesterday afternoon when a Chinese was charged before Mr. S. B. B. McElderry, with armed robbery by one or more. The master of No. 124 Wong Nei Chung village was stabbed and died 12 days later in hospital.

According to the evidence of the deceased's wife four men entered the house on April 15 and asked for her husband. She lied to the men that he was not present, but when they entered the house they bolted the door and the defendant pointed a revolver at witness. One of the other men caught her husband by the throat, while the other two stabbed him with a dagger. After finding the keys the men opened the safe and extracted \$330 and a quantity of jewellery. Before leaving they turned their attention to binding and gagging the husband, who was lying on the floor in an unconscious condition, and witness. The man who actually stabbed the deceased washed his hands in some tea, while the defendant mixed a white substance in a cup of tea and poured it down the deceased's throat in an attempt to resuscitate him.

On the 22nd ult, the defendant was arrested in Cross Street by a Chinese detective on information received.

Sub-Inspector Doring told his Worship that a charge of murder was not added on account of the deceased dying from the effects of poison from the herbs which he applied to his wounds. He did not actually succumb to the stab wounds.

Defendant was committed for trial.

co-operation which has existed between employers and employees continues, the General Agents can safely rely in the future on long and valuable service from members of the Refinery." (Applause).

Mr. Hornell then handed over the gifts to Mr. Gloyd and Mr. Plago, and wished them many happy years of retirement in the old country.

Mr. Gloyd's Reply.

Mr. Gloyd, in the course of his reply, said that was an occasion when it seemed to him impossible to express in words what he felt at heart. For many years past his wife and himself had looked forward with pleasure to the time when they would be able to return to the old Country for the last few years of their lives, now that the time had actually arrived, he assured those present there was not much pleasure about it. "The thought of leaving Hongkong and the many friends we have here, makes us very and indeed; yet I think I am doing the right thing after 31 years out East. I find I have not the same vim I had a few years back, and realise it is time I made way for a younger and more energetic man. Mr. Shaw and gentlemen I thank you one and all, for the very kind words you have spoken about myself and Mr. Plago, and also for the handsome presents you have so kindly given us. I need hardly tell you how highly prized they will be by us, and how proud we shall be to show them to our friends at home. I shall not say "good-bye" to you now, for I shall be seeing you for a few days longer. One thing more I must say, and that is I shall look forward to seeing you all when you are in the Old Country, for I shall be eager to know what is going on in Hongkong and especially at East Point Refinery, where I have spent so many years of my life. Again thanking you, gentlemen, I drink to your health, wishing you good and all the best of luck and every happiness." (Applause).

BAILIFF AND THE BARBER.

QUESTION OF SALE OF GOODS.

(Our Own Correspondent)

Singapore, April 3.

Mr. Arthur Pestana, Bailiff of the civil district court was nominally fined five dollars and costs for selling certain goods belonging to a barber shop, contrary to the provisions of the code of civil procedure.

It appears that the accused valued the goods at \$500 and subsequently sold them for \$410. A licensed auctioneer valued the same goods at \$843.

C-IN-C. GOES HOME.

WILL STRIKE FLAG IN H.M.S. HAWKINS.

It has been officially announced that His Excellency the Commander-in-Chief of the China Squadron is about to haul down his flag and return home on account of ill-health.

The following signal has been received from the Commodore to all ships present.

"I regret to inform all officers and men that owing to ill-health it is necessary for His Excellency the Commander-in-Chief to haul down his flag and return to England."

"His Excellency the Commander-in-Chief's flag will probably be struck in the H.M.S. Hawkins on April 13."

"A rear-admiral of the Yangtze will be appointed Commander-in-Chief temporarily."

"Captain W. J. C. Lake will be appointed Commodore, second class, commanding the 10th cruiser squadron, pending the appointment of His Excellency the Commander-in-Chief's relief."

Vice-Admiral Sir Allan F. Everett, K.C.M.G., K.C.V.O., C.B., who was selected to succeed Vice-Admiral Sir Arthur Leveson, K.C.B., as Commander-in-Chief of the China Station last autumn, is the youngest son of the late Colonel F. J. Everett, Greenhill, Warrimoor, Wiltshire, and a brother of Major-General Sir H. J. Everett, K.C.M.G., a distinguished soldier, as was the late Colonel Everett.

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JOURNALISM AT BOOK FAIR.

The First Newspaper.
The International Book Fair, to be opened by the King in Florence this April, will have an important section, which is being exceedingly well organized, to interest both the general public and the expert in illustrating the rise and development of the periodical Press in Italy, says a Rome message. A reading-room is to be set aside for the exhibition of political newspapers and periodicals of national interest published in Italy and the colonies, which are to be divided according to regions. Every kind of statistics on the Press will be supplied, and the latest machinery will be on view. Venice and Rome both claim the honour of having published the first newspaper. "Notizie-scritte" were issued daily in 1593, in order to give the Venetians rapid news of this campaign against the Turks, and the Magliabecchiana Library at Florence possesses a large collection of this primitive newspaper. Perhaps a more genuine "daily" was the "Diario di Roma," which made its first appearance in 1719; but the rise of the Italian Press as a political power only began after 1848, under the influence of Cavour, and the coming exhibition will show the important part it played in the long struggle for Italian unity.

CONSIGNEES.

American Oriental Mail Line.

The Steamship
"PRES. MADISON"
having arrived from Manila via ports, on April 2nd 1925 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk. Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 11 a.m. on April, 7th, 1925, by the Company's Surveyors, Messrs Anderson and Ashie. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after April 9th, 1925 will be subject to rent. No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. AMERICAN ORIENTAL MAIL LINE, operated for the United States Shipping Board, Emergency Fleet Corporation by ADMIRAL ORIENTAL LINE, 4, Des Vaux Road, Hongkong, April, 1st 1925.

Dollar Steamship Line.

The Steamship
"M.S. DOLLAR"
having arrived from New York via ports, on April 1st 1925, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk. Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on April 6th, 1925, by the Company's Surveyors, Messrs Carmichael & Clarke. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after April 8th, 1925, will be subject to rent. No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. DOLLAR STEAMSHIP LINE, 4, Des Vaux Road.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

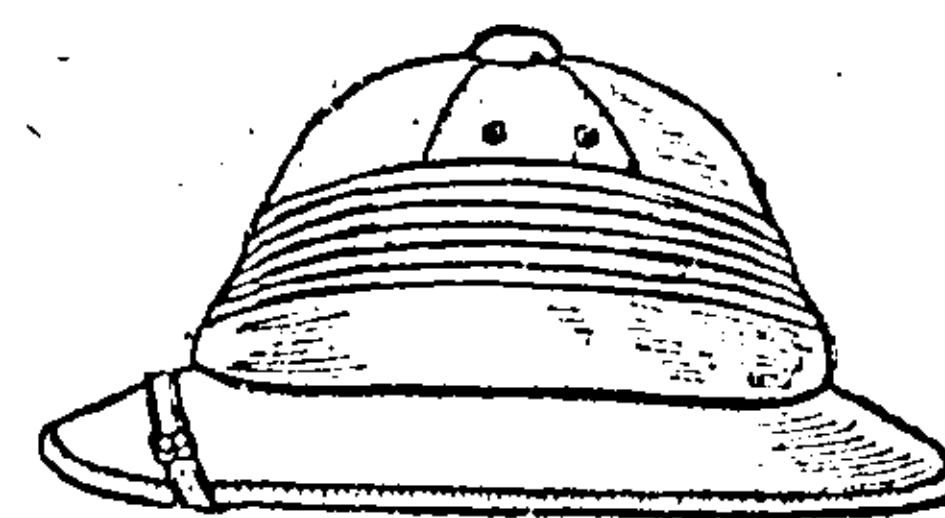
From NEW YORK

The Steamship "COPENHAGEN"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th. April, 1925, will be subject to rent. All Claims against the Steamer must be presented to the Under signed on or before 15th. April 1925, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the godowns where they will be examined on 8th April 1925 at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD. General Agents.

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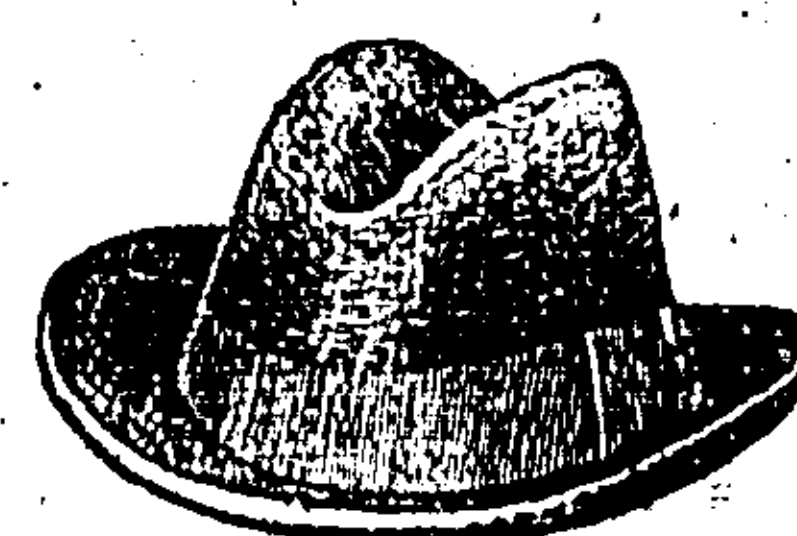
The model shown is one of our special English manufactured Sun Helmets at \$10.50. There are other qualities at \$15.50 and \$21.50, and at their respective prices they represent the utmost value obtainable.

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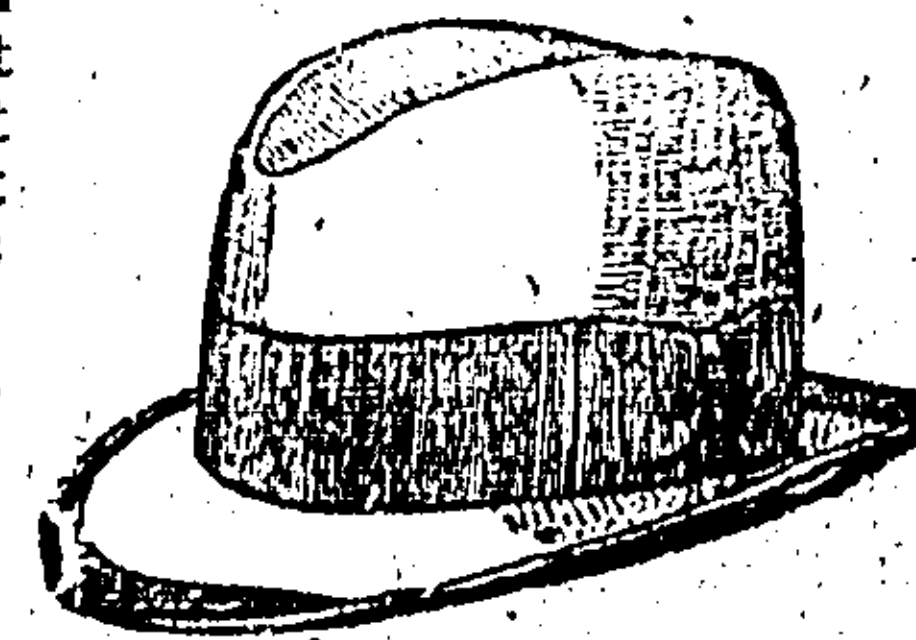
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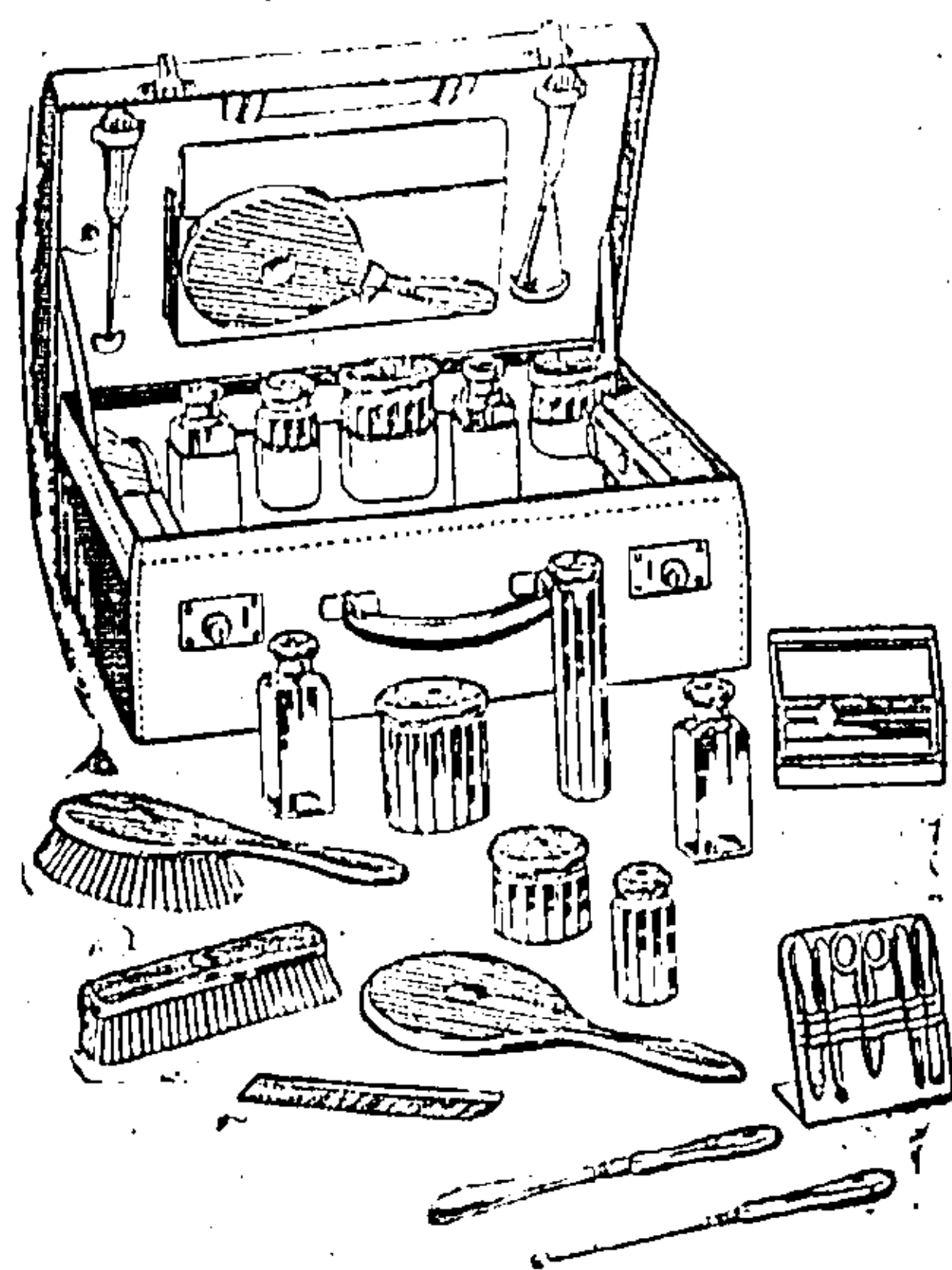
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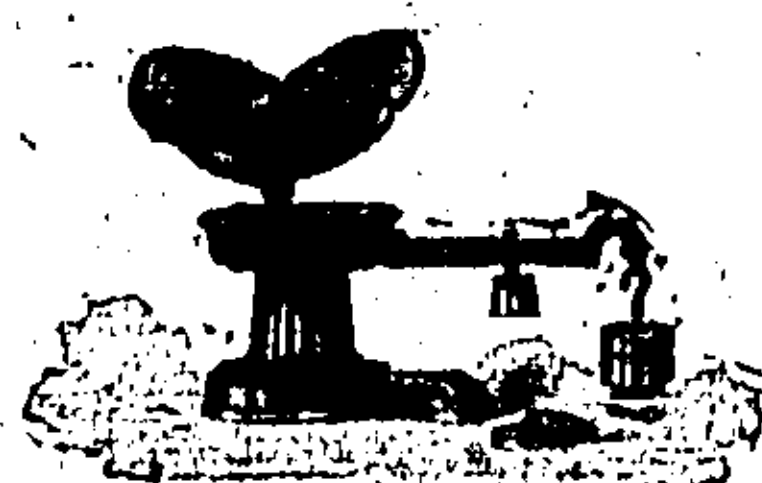
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DEATH.

HARDWICK.—Beatrice (Trixie) dearly beloved daughter of Mr. and Mrs. W. Hardwick of Taikoo Sugar Refinery, at the French Convent Hospital on April 4th, 1925. Aged 16 years. Funeral will pass the Monument at 5.30 p.m. to-day.

The Telegraph.

HONGKONG, 4th April, 1925.

A NEW CRISIS.

France is once again passing through the throes of a financial crisis, which has culminated in the resignation of M. Clomontal. It was only a few weeks ago that the Chamber of Deputies passed the Finance Bill balancing the Budget and imposing certain new taxes, at the same time increasing others. At that time, and since, assurances have been given the world by leading French statesmen that the vitality of the country and the determination of its people would overcome all difficulties and once again restore the value of the franc. Now it is disclosed that the banknote issue is dangerously near the legal limit and that the Treasury is seeking new means of establishing a financial equilibrium.

One of the factors which has hit French finance very badly has been the exportation of capital from the country. Speaking on that subject in February, M. Clomontal asserted that the war-time postal censorship prevented such exportations, but that the Government were not prepared to reimpose it, preferring to study new measures of control which it was hoped would reduce such exports to a minimum. "When confidence is re-established," he declared, "the exports will automatically cease." Unhappily, the situation has not materially changed since that time, although efforts have been made to gradually improve the value of the franc. On this latter point, it has repeatedly been emphasised that there can be no stabilisation of French currency until exchanges of gold between the big nations have been regularly established. Much has been hoped from a utilisation of the Dawes annuities, in relation to which M. Clomontal recently intimated that the entire proceeds thereof would be applied to the devastated regions, with the exception of 20 per cent. for amortization of the debt fund. He significantly

added that "the Allies, as a matter of fact, are demanding this from us in connection with their claims until the devastated regions are entirely reconstructed, and during four years we can thus dispose of the full and complete Dawes annuities for internal purposes." This utterance has been variously interpreted, the opinion being expressed in some quarters that it meant the French Government were seeking a four years' moratorium from Britain and the United States. On that point, we must wait and see.

It is very apparent that a situation of considerable gravity now faces French financiers, and at this stage it is difficult to say what turn events will take. We do not doubt, however, that France will make a great and strong effort to overcome her troubles, a speedy solution of which is as necessary in the interests of world finance as of the French nation.

Colonising The Tropics.

There recently appeared a very striking book dealing with the question of whether or not the "White Australia" policy is feasible. It is written by Mr. S. J. Skerthley, J. P., who was a good number of years ago editor of the *Hongkong Telegraph*, and has had a long experience, through residence, of Australia (particularly Queensland) and the Tropics. We notice that his book is being reviewed section by section in a well-known medical publication which presumably endorses the author's views. Of much interest in Mr. Skerthley's general finding—that the warmer parts of the world can never be successfully colonised by the white races. The northerners, or "fair whites," he shows, cannot persist where the "dark whites" survive, and even the latter die out in tropical lands. His examples, taken from history, are most striking. Without fresh infusions of blood from the main stock, he shows, the blonds have been eliminated wherever they attempted to settle in territories essentially adapted to a race of brunettes. And even the brunettes are being displaced in territory not peculiarly their own—for instance, the Spaniards in tropical and sub-tropical America.

The Conclusion.

In the course of his examples, ranging through remote periods, and instancing previous empires that are now known only by name—such as that of the Romans—Mr. Skerthley points out previous failures to colonise the tropics by European races. In every case the original stock, after a few generations, has died out, having only deteriorated remnants, which in turn are absorbed into the native element. Only repeated drawing upon the parent race has in some instances—as the Dutch in Java—preserved the distinctive nationality. He further points to the rise and fall of mighty powers within the last few centuries, brought about by the failure to extend the racial vigour beyond certain ordained confines. From his conclusions one can presume that the Australian continent is destined to evolve a race with the Mediterranean features paramount, and that the Northern Territory will never be successfully colonised by whites. His views have the merit of profound reason and example, and are based on uncontrovertible facts both of history and modern biology, and it seems impossible to read his contentions and follow his line of argument without coming to the conclusion that he is right.

ROSSITER CO.

POPULAR AS EVER.

The Madeline Rossiter Company are staying on for a few days longer and last evening at the Star Theatre, Kowloon, they gave the first of their three final performances "Flares and Flashes". The artistes were all in fine fettle and were warmly received in all their numbers. Madeline Rossiter gave her individual interpretation of "Runnin' Wild" over again and responded to an encore by giving a little monologue entitled "Me". This evening the Company will present their show "Pot Pourri" and to-morrow evening they will give a request programme. The programme is the audience's—any thing they want.

DAY BY DAY.

WHEREVER I FIND A LIVING BEING, I FIND THE WILL TO POWER, AND EVEN IN THE WILL OF HIM WHO SERVES I FIND THE WILL TO BE MASTER.—*Nietzsche.*

His Holiness the Pope has given a sum of 50,000 francs to the Loper Hospital at Shiklung.

The annual meeting of the Hongkong St. George's Society is to take place at the City Hall at 5.15 p.m. on Monday.

The Hongkong University sports, fixed for this afternoon, have been postponed until Wednesday, 16th instant.

Letters Patent have been granted to Mr. William Korr, of Quarry Bay, for an invention relating to improvements in steam separators and this like.

The silk which left here by the P. O. S. S. Malwa on the 7th March was delivered in Marseilles on 3rd April, a transit of 27 days.

According to *The Rock*, there is still no news of Father Piton, who has been a prisoner in the hands of brigands in Yunnan for more than a year.

Residents of the island note with much satisfaction that from to-morrow a constant supply of water is to be turned on in all rider main districts.

An unemployed Chinese was sentenced to six months' hard labour by Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, for breaking into No. 172, Woosung Street.

His Excellency the Officer Administering the Government has appointed Captain H. F. Bloxham to act as Superintendent of Prisons during the absence on leave of Mr. J. W. Franks.

Exquisitely beautiful in its direct appeal to youth is "The Barefoot Boy," a picturization of John Greenleaf Whittier's immortal poem, which opens at the World Theatre to-morrow for a four days' run.

His Excellency the Officer Administering the Government has appointed the Rev. C. B. Shann to be one of the German Missions Trustees, in succession to the Venerable Archdeacon Barnett, resigned.

A large number of samples were analysed under the Sale of Food and Drugs Ordinance during the first quarter of the year. All were genuine save two of milk and one each of spirit of sal volatile and camphorated oil.

For being in possession of nine tael of prepared opium and four tael of raw opium, a Chinese was fined \$1,160, or twelve months' hard labour in default, by Mr. E. W. Hamilton this morning. Defendant had a previous conviction.

Tenders are being invited for the second extension of the railway carriage shed at Hunghom, the foundations of the new gaoi at Ngau Shi Wan, and quarters for Indian married police at Shatukok, Sai Kung, Tai Po and Cheung Chau.

His Excellency the Officer Administering the Government has now received instructions from the Secretary of State for the Colonies, to recognise Mr. William McGillicuddy as a Vice-Consul for the United States of America in Hongkong.

In the second round of the Colony's billiards championship last night, at the V.R.C. Mr. P. S. Leung met and defeated Corp. Blonden, R.E., by 800 to 673. To-night, M. S. C. Kwok meets Mr. Ip Ping-lau, whilst on Monday Lieut.-Col. F. S. Montague-Bates plays Mr. P. A. Yvanovich.

Our Monday's Picture Page will include groups of the Engineer Company of the Volunteer Defence Corps, of the wedding of Mr. I. O. King, B.A., and Miss Lam Sui-yue, of the Kowloon 1st and Surrey's 2nd eleven (respective winners of the Senior and Junior Football Shields) and of the local golf teams representing Oxford and Cambridge.

MIXED

BY ASHLEY STERNE.

GRILL

AUTHOR OF "TWISTED TALES"



A Michigan pastor, anxious to obtain woman's idea of the Ideal Husband, recently circularised fifty women of his congregation, inviting them to state their opinions. He received fifty replies all different. Now assuming that each woman demanded of the Ideal Husband the very reasonable minimum of six noble qualities—I have eight myself, although I am a very commonplace person—the pastor's investigation seems to prove that the standard Ideal Husband would have to possess at least three hundred virtues—an impossible number for any one man to have and yet remain of this world. Such a man would simply weary the Recording Angel with his good deeds, and by the time the celestial book-keeper had filled up his third bulky ledger he would be hoarse with this earthly paragon, and would probably despatch one of the angels in the Transport Department with a pair of wings and a halo for this remarkable superman just to save himself further trouble. Personally, I have no ambition ever to be an Ideal Husband. I know men who are described by their wives as being Thoroughly

vouchers submitted to me, and certify that to the best of my knowledge and belief they are genuinely hand-sown. Otherwise, it would be simply awful for a Society lady to have to go through the season roasting under the hideous suspicion that her beads were the ordinary, cheap, machine-sewn variety.

A Norfolk farmer, I read, owns a donkey that drinks beer. This



particular neddly is obviously not such an ass as he looks.

Because they toil all day in a hot, steamy atmosphere, barbers' assistants are said to be contemplating an agitation for a curtailment of their normal working-hours "during the hot summer months." I like this spirit of chery optimism about our British summer, and I can only express the hope that the Government will at once commence drafting a Daylight Shaving Bill.

THIS WEEK'S NATURE NOTES. Already the countryside is beginning to show signs of Nature's awakening, and bird and plant life are commencing to stir. The pigeon-toed blackcat, or great rift-rail, arrived from the South last Tuesday afternoon, and yesterday the wall-eyed ditch-warbler resumed business. Early flowers, too, are starting to thrust their heads up among the discarded newspapers and old boots which haunt our waysides, and sharp eyes may detect such welcome harbingers of the coming spring as the lesser stinkwort, the pink goose-pimple, house-maid's knee, lady's bedocks, plumber's rooket, Hobson's choice, and that delicate trailing plant, the grog-blossom, known to countryfolk as traveller's bing.

As night falls you may hear— But why trouble to say? You'll all be at the pictures.

A scientist states that the day is not far distant when we shall be able to live entirely on air. Space does not permit of my quoting his arguments—sufficient merely to say that electrolysis plays a large part in time—but there is just enough room for me briefly to describe in verse a scene from an afternoon tea-party of the future.

"So charmed to see you, Mrs. Snooks!"

"I'm glad you've called again! Sit down, and let me pour you out A cup of hurricane."

"And now what will you take to eat?"

"A gale or a monsoon?"

"Or would you like a sandwich? These are blizzard-and-typhoon."

"Or perhaps you fancy something sweet?"

"If so, try one of these;



They're the best assorted spice-winds From the balmy tropic seas. "My husband? He's not well, poor dear! To bed he's had to take, Last night he ate a cyclone, and It's given him tummy-ache!"

DAY BY DAY.

The World Theatre will show "West of the Water Buckle," the third of the famous "Fight and Win" series from Sunday to Wednesday. In this feature, Jack Dempsey has an orphanage wished on him, and he gives the youngsters rousing good time.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter Vacation, except on Public and

General Holidays, when the offices will be entirely closed. The Easter Vacation begins on the 10th day of April, 1925, and terminates on the 16th day of April, (both days inclusive).

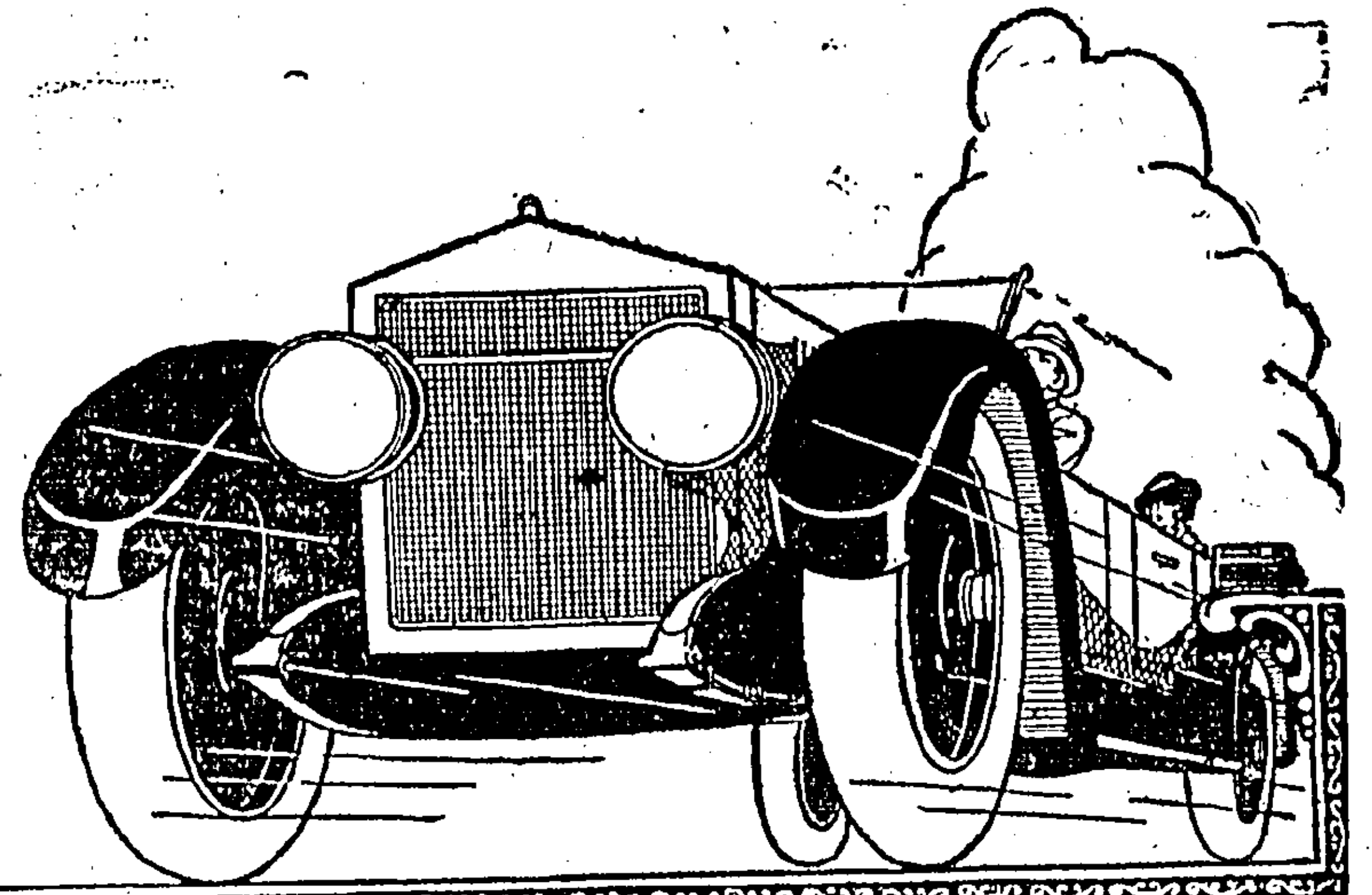
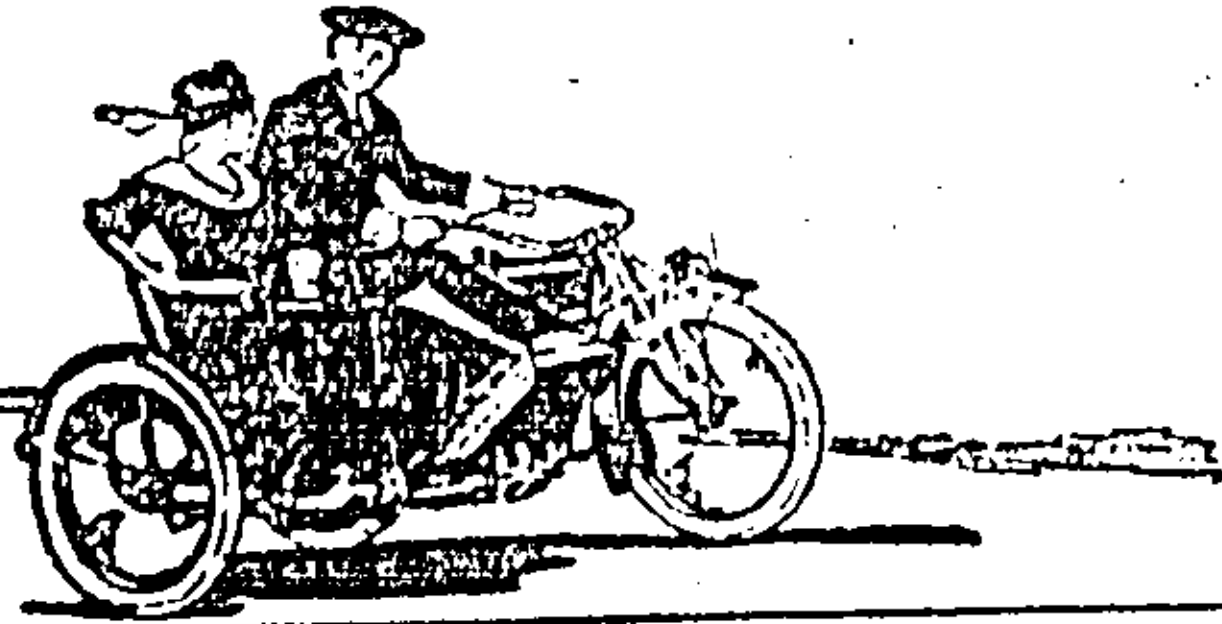
Queen's Theatre is offering its patrons a most interesting programme which will continue until next Monday. In addition to the happy short features, there is showing the Belknap Distributing Corporation's superlative "Rupert of Hentzau" which was adapted from Sir Anthony Hope's well beloved novel of the same name.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 4th April, 1925.

(Being The Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

In his speech as Chairman of the Hongkong Automobile Association, the Hon. Mr. H. W. Bird ably defined the scope of the Association in Hongkong. There are always some people who are ever ready to complain that they are not getting enough for their money, and perhaps they should not be blamed, for, after all, grumbling can sometimes set the ball of progress rolling. In the case of the H.K.A.A., however, a little thought will convince motorists that the Chairman was quite right when he stated that "the operations of the Society cannot extend beyond the general watching of the interests of motorists." That assurance in itself is sufficient reason why every car owner in the Colony should be a member of the Association. Much of the work is necessarily of an unobtrusive nature, but the benefits are none the less real, many of the improvements in our roads, widening, cutting off corners, being the result of representations made by the Association.

To compare the local organisation with the Home Association is to say the least of it, unfair, and we imagine that the last people to make such a comparison would be those who had enjoyed the privileges to be derived from membership of the parent body. The Home Association passed the 200,000 membership mark last June and during the preceding twelve months, 30,000 new members were registered. In all probability next June will see the quarter of a million figure reached! Just dwell for a moment on those figures. During one year about double the European population of Hongkong joined as new members. To even more vividly illustrate the point, for every member of the H.K.A.A., one thousand new members joined the A.A. in the British Isles in the brief space of twelve months!

If comparison is made at all, then, and if it be of an impartial nature it should prove in favour of the smaller organisation, which is handicapped by lack of funds and has but a small motoring population for which to labour. So many similar organisations suffer from the same lack of appreciation in this respect. A body of enthusiasts band themselves together with the intention of improving conditions in a particular sphere, and although they succeed in the main, instead of thanks, they only hear the alleged complaints of folk who know exactly how the concern should be run. These same people are usually absent when there happens to be a job to be done, and if the committee happens to have been influenced by one of these outside suggestions, they run a risk of being left up in the air by the very people who agitated for some particular scheme.

The suggestion to reduce the annual subscription is one which requires careful thought. Should a form of legal protection be provided for members, we are inclined to think that a reduction would be unwise. After all, the amount involved is really very small, and the Association is not likely to lose members if the present membership fee of ten dollars be continued. Also there is the future

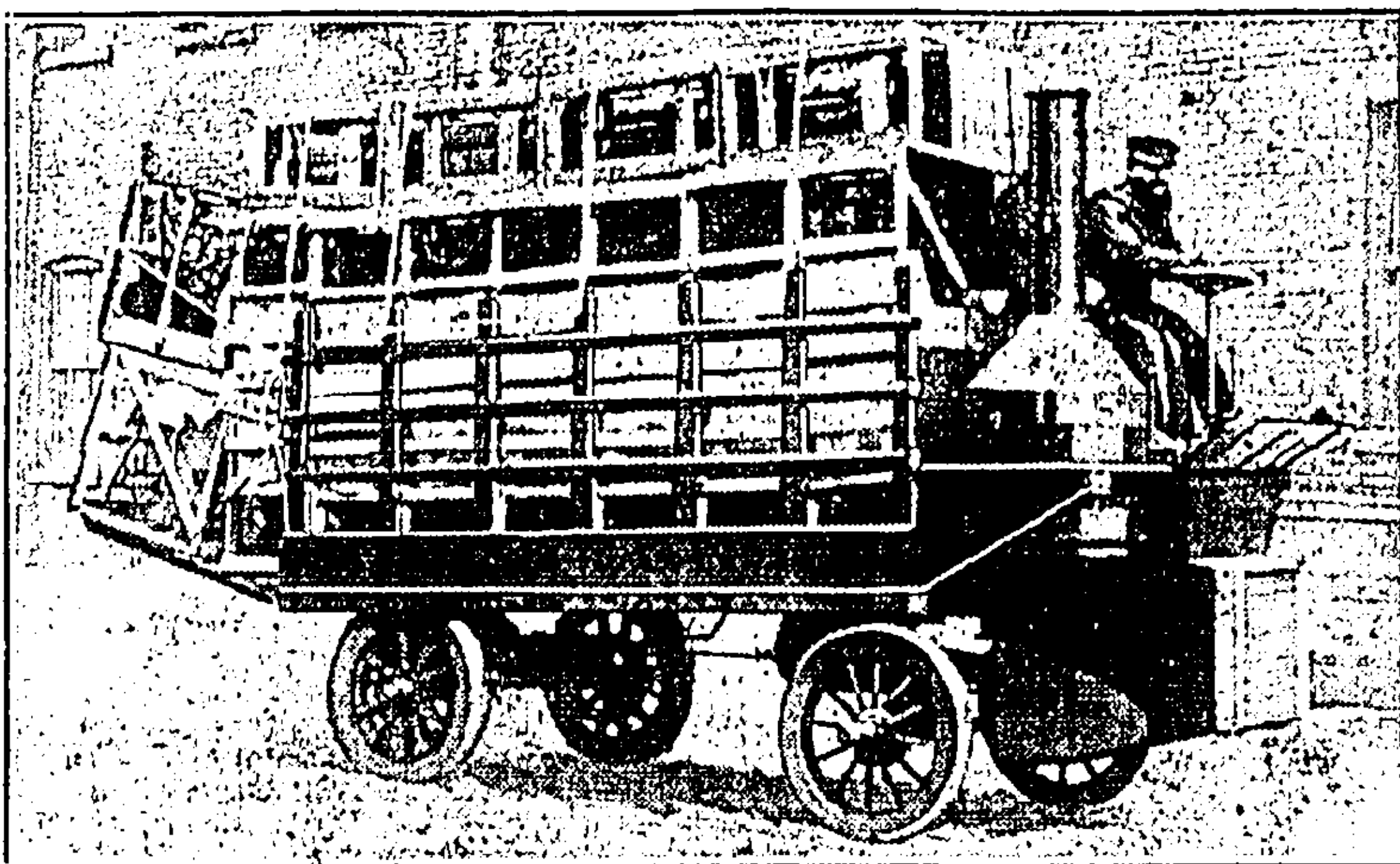
to consider. With the annual increase of motor cars on our roads, membership figures should grow apace, and there appears to be no reason why annual trials should not be held. To successfully conduct such, funds are absolutely necessary, and a nice little reserve in the bank would be an important factor towards success.

Although trials have not been suggested recently, it would be a pity if such functions were dropped. Much is to be learnt from them and a great deal of pleasure to be derived by those competing. In various parts of India and the F.M.S., enjoyable motor car gymkhanas have been held this winter, and from reports which have reached us, success has been achieved in every instance. True it has to be remembered that an effort, in fact many efforts were made to organise a gymkhana in Hongkong, but at that time, disappointment was caused by the refusal of the controlling bodies to allow the use of certain desirable grounds for such a purpose. Possibly by now such an obstacle no longer exists, and those who saw fit to refuse permission to hold such an enjoyable and entertaining afternoon's sport on the ground they controlled, would be willing to lend valuable assistance in this respect.

The matter of missile-throwing, which was raised by a member at last Monday's meeting, is unfortunately a nuisance and danger which has existed for a long time. It must be recognised that it is a difficult matter to catch the culprits, but in the interests of public safety an effort must be made to make an example of such wilfully dangerous youngsters. A fatal accident might easily be caused as a result of this practice, and unless very firm action is taken, very serious consequences will follow sooner or later. We would suggest that the next time one of our magistrates has any of these offenders brought up before him, he duly weighs the possible consequences of the subject of the charge, and inflicts a sufficiently stiff fine to deter others from indulging in this habit. A few strokes of the birch would not be amiss, and the publishing of the name of the culprit, together with the charge and penalty awarded, would also serve good purpose.

The reference made by the Chairman concerning this supplement, which is the official organ of the Association, is deeply appreciated. It is only a matter of eighteen months since we commenced a special weekly publication dealing solely with motoring, and since that time we have endeavoured to make this supplement attractive and informative. It is by no means an easy matter to maintain interest weekly in a subject which has such a limited field from which to draw topical items, and we would like to take the present opportunity of acknowledging the assistance we have received from the Hon. Secretary of the Association, Mr. P. M. Hodgson. Individual members of Association have also shown their interest by contributing useful suggestions. To these gentlemen we would also express our thanks together with the hope that they will continue to lend their

AN EARLY MECHANICAL TRANSPORT VEHICLE.



Twenty-five years ago this was a novelty. To-day it's a museum relic. It is one of the first motor trucks that appeared. It was run by steam power and was considered powerful enough to pull a five-ton load. To-day a truck manufactured by the same firm is made to pull loads up to 25 tons.

support in such a practical manner. At all times we shall be pleased to receive either suggestions or contributions from motorists, especially members of the H.K.A.A.

In several of the large cities in the U. S. A. the traffic authorities are endeavouring to grapple with the street congestion problem in various ways. The root of the problem appears to be the matter of parking, and some authorities are in favour of prohibiting cars from remaining stationary on the streets during the rush hours. Water cannot flow smoothly through a clogged pipe, nor can traffic flow smoothly through streets which are partially monopolised as private garages. Here in Hongkong we are gradually drifting to a similar congested state of affairs, and unless something is done in the near future, our own streets will be almost as unpassable. Motor cars had the effect of driving the chairs from certain spots, and now the problem is arising of what to do with the motor cars themselves. It is noticeable that some people are in the habit of parking their machine somewhere adjacent to their offices, and while we would not apply the suggestion generally, we do think that this practice might be stopped in the actual heart of the city. There is still room in Statue Square, and from the Ferry Wharf to the V. R. C. there is ample parking space for cars which have to find a resting place during the day.

The tram lines between West Point and The Macao Steamship Wharf must have caused many motorists to break one of their New Year resolutions and strain their chassis considerably during the last week or so. Apparently it has been necessary to remove a line of stone blocks across the track in some places, and instead of replacing them, we are informed that earth has been filled in instead. The result is that ruts some eight or ten inches across have appeared, and the bump which a car is subjected to when negotiating these, is not exactly beneficial to either the car or the occupants thereof.

ROAD RACING IN BRITAIN.

IS IT A BENEFIT?

Can permission to hold a motor car race in England be obtained, and would such an event be beneficial to the British automobile industry? These questions have often been discussed, but hitherto there would be too much prejudice to overcome. Now, however, things have changed, and there is as a member of the Government, a man who openly says that, in his opinion, both questions may be answered in the affirmative.

Not only has Col. Moore-Brabazon, the Parliamentary Secretary to the Ministry of Transport, little doubt that sanction for a race could be obtained, but he thinks that the promotion of an international event of premier importance over a British circuit would prove a fine chance for British car manufacturers to prove their mettle without incurring so much expense as is involved by sending their vehicles to race overseas.

That road racing helps progress in design is unquestionable. Had there been no road racing we might have waited many years for four wheel brakes, to take but one instance. Again, a big road race attracts big crowds, and brings money into the district in which the course is laid out; that is good for the locality.

The question is: Does a road race, with the necessary closing of the road for the events and for practice mean undue interference with the rights of the public? Some hold that it does not, but here the local authority concerned must be the judge. Col. Moore-Brabazon emphasizes the importance of selecting a course and getting the local authorities to join with the promoting organization before a definite application is made to the Government. This is sound advice, for no Government could seriously oppose a scheme which was obviously affected by it. Auto Car.

SAFETY FOR DOGS.

Dogs would be barred from riding on the running boards of automobiles by a bill just introduced in the California Legislature.

THE PREVENTION OF MUD-SPLASHING.

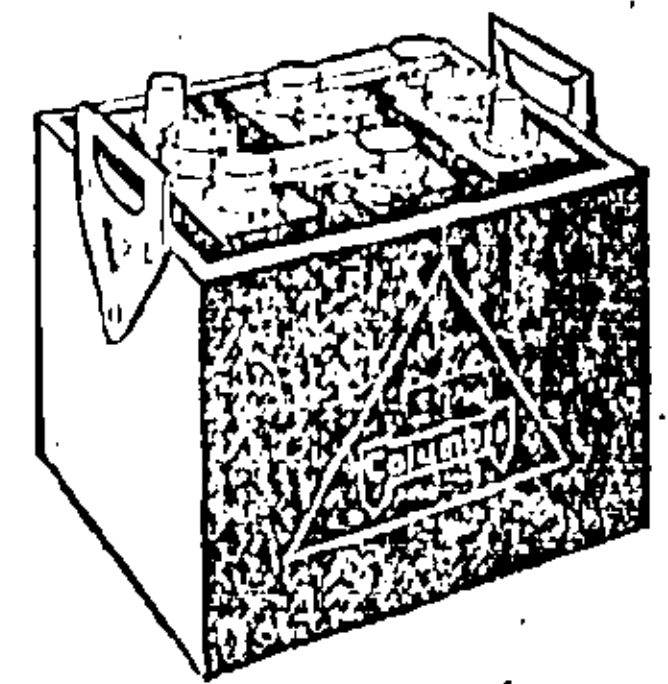
The trial of mud-splash prevention device for motor vehicles held in Manchester recently failed, as other trials have failed, to disclose an invention that would give 100 per cent. efficiency. It did something, however, to emphasize the difficulties of producing a guard that will have all the qualities essential to an equipment of this kind. It cannot be too much insisted upon that the preventive qualities alone are not sufficient. If they were, it would be no great matter to devise means for neutralising the displacement of mud made by the passage of a vehicle through a pool. It is quite as important that the guard should stand up to the rough conditions of road usage. It has to be stout enough and secured fast enough whilst still operating in its primary function, to resist shock when driven by the vehicle against the kerb. It has to stand not only the more or less good road surfaces to be found in the paved streets of our towns, but the rugged conditions of country roads and lanes. It must in no way interfere with the steering; it must hold in place on to or round a revolving wheel under all conditions of traffic and road.

It is therefore no easy matter to evolve a device that will pass this hard standard of fitness. It is a standard essentially hard, for once a satisfactory device is forthcoming then the claim that its adoption by vehicle owners must be made compulsory will be strengthened, and, indeed, it is understood that the authorities have expressed themselves willing to make adoption compulsory so soon as they see a satisfactory guard. We have got so far that there are anti-splash guards that operate with a reasonable amount of success without reaching absolute perfection. But for obvious reasons their adoption by the motor vehicle owner must be left to his appreciation of their qualities and to his civic sense. He can well claim that he is not justified in going to the cost involved, and in the case of a big fleet of vehicles it would be a big ex-

ponse without any financial return to him, because no device that can be shown him is wholly satisfactory. That puts him at some disadvantage, however well developed his civic sense may be. And then we have the type of owner who will never think of launching out on this expense unless and until he is compelled to do.

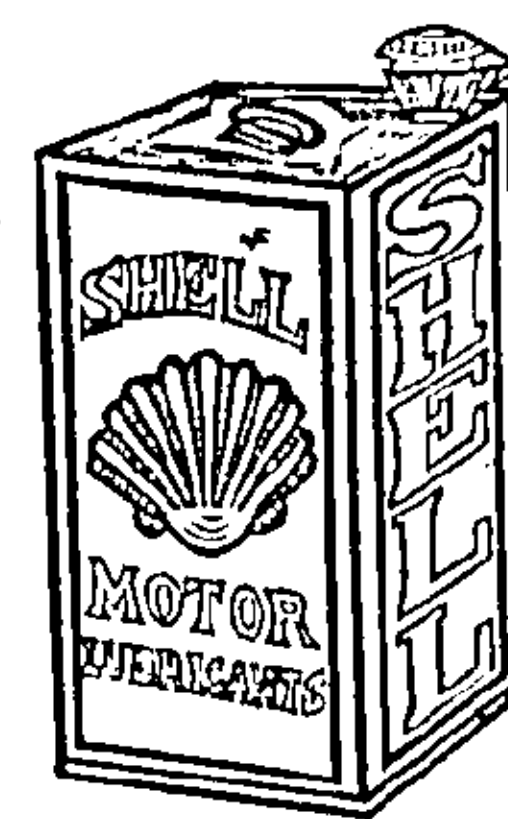
Meanwhile the evil goes on, and is growing because of the increase in the numbers of motor vehicles. The public has no remedy save to wait until an inventor comes along with the really efficient thing. The need for a remedy is more and more urgent, and it would seem that the time is opportune to stimulate inventive genius. Let it be officially proclaimed that, given an efficient guard, its adoption will be made compulsory. Let the local authorities of the country, in conjunction if need be with the various motor organisations, offer a substantial monetary reward, coupled with a promise of assistance in marketing the invention, for the guard that gives efficient results. Failing this, let them combine yearly or even every two years to hold an international test, of what inventions have come into being, relieving the inventor of all expense. For if a device is to be forthcoming the way must be smoothed for the inventor. Only by co-operating with him shall we hope to bring the evil to the point where we can master it.

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"EVERY DROP TELLS"

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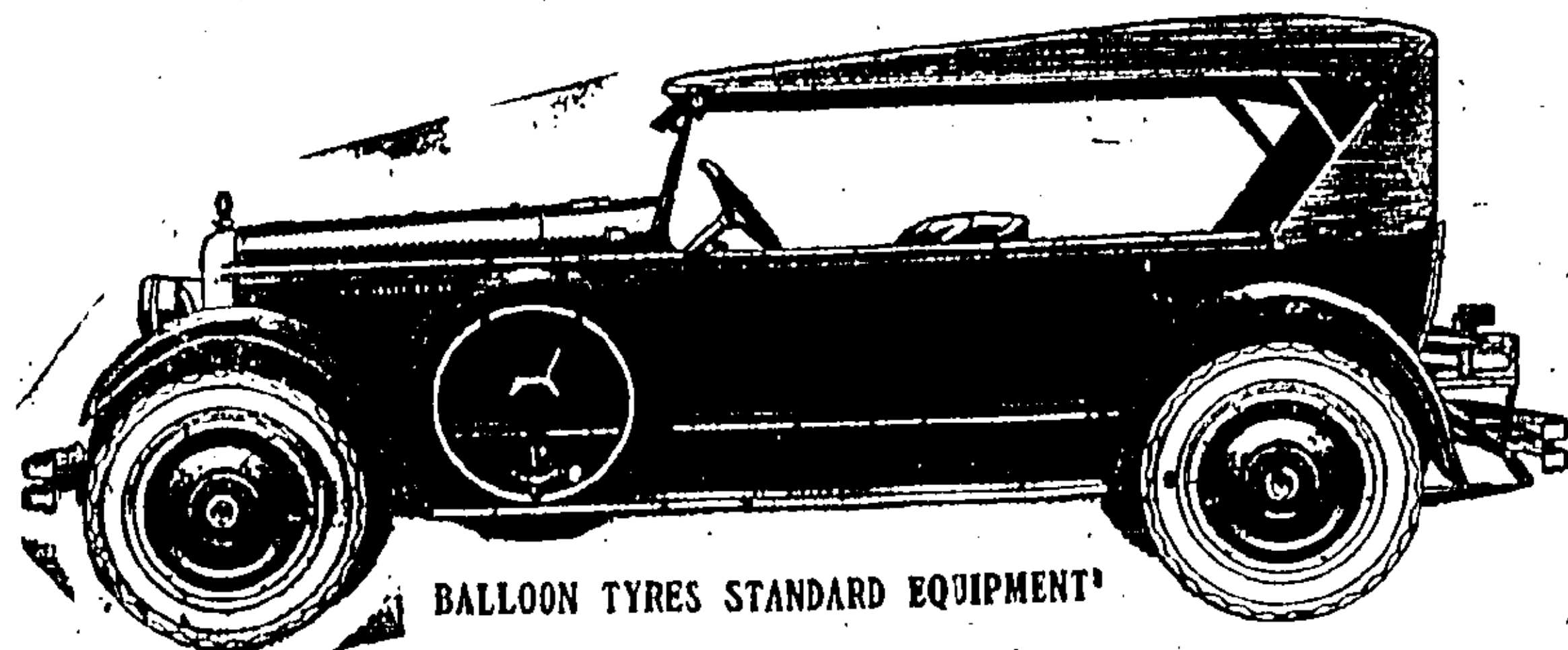
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PAIGE motor cars are built for people who require a motor car that is different from the ordinary.

For people who require the long symmetrical lines in their motor car which are the embodiment of grace—look at the Paige and compare its beauty.

For people who require comfort in motoring—the Paige wheelbase of 131 inches makes any road, no matter how hilly or rough, seem like a smooth level highway.

For people who require a motor car with a powerful engine—the Paige has an engine that leaves all competitors behind, as has been demonstrated in hundreds of speed contests.

For people who require a staunch and rugged motor car that will last for years—the Paige chassis is built of "I" beam steel to withstand every demand from the engine and roadbed.

In short, the Paige has been built for motor buyers who require a car made by reputable builders with years of experience behind them—the Paige Motor Car Company has been building fine motor cars for 13 years, each year adding new laurels. A firm of great financial strength back of every car.

PAIGE SPECIFICATIONS:

Engine—6 cylinder—3½ x 5; high pressure oiling to main and connecting rod bearings, silent front end timing chain, aluminium crankcase; 131-inch wheelbase; Paige-Timken axles; 5½-inch frame; springs of special high carbon steel, 40 inches in front; 61¼ inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nicked radiator and motor; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

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SMOOTH PERFORMANCE

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The Dragon Motor Car Co., Ltd.

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MIMOSA FESTIVAL ON THE RIVERIA.



Large crowds attended the first of the three "Battles of Flowers" arranged for this season at Cannes. Our picture shows one of the decorated cars. Mimosa was the favourite flower at the Festival. Taken by The Times staff photographer.

TOURING IN SPAIN.

WONDERFUL SCENERY AND CHARMING PEOPLE.

Mr. E. Halford Ross, who recently went from London to Vienna and back in his two-seater Cubitt, has recently returned from a similar tour in Spain and this trip, like the former, is to form the subject of a book.

Mr. Ross writes as follows regarding the performance of his car:—"We went to the end of the north at Cadiz and Gibraltar, our Cubitt going wonderfully—on one occasion for nearly thirty miles on first speed without getting hot. Some of the roads were awful, merely tracks of ruts.

"Sometimes, over the Southern mountains, we wondered what would break first but nothing happened, although there were stretches of road (air) of a hundred miles without seeing anyone other than an occasional muleteer. The only other cars encountered, touring extensively as we were, were two Rolls-Royces, driven by professional chauffeurs, and they were going dead slow.

"We crossed one range of mountains allowing the Cubitt to steer itself in the deep ruts for 70 miles constantly on low gear. But it was well worth while, for we have seen the most wonderful scenery and have met the most charming people, and have had a delightful time."

The illustration which we publish herewith is from Mr. Ross's own pen, and he writes as follows regarding the harm of the Moorish Kings of Spain, in front of which his car is seen:—

"The Alcazar, Seville, was the palace of the Kings of the Moors first, and afterwards that of the Catholic Kings of Spain including Charles V who was Emperor of the Holy Roman Empire. Peter the Cruel and Edward the Black Prince lived there for a time, Ferdinand and Isabella, Phillip II and his Inquisition, meted out their justice from its walls.

"Corvantes often came there. Its exterior is mediaeval and rugged, while the interior is a series of the most beautiful pictures imaginable—the court of the handmaidens, the hall of the ambassadors, the mosque, and the rooms of the various Kings and Queens; the colours are gold, silver, reds, browns, and blues.

"Christopher Columbus came to the doorway and petitioned Ferdinand and Isabella for three ships in which to discover some islands in the Atlantic which he was convinced were larger than Spain; they thought him mad. And when he bargained for ten per cent. of all profits accruing for himself and his family for ever, Ferdinand wondered whether, if he succeeded, he would ever collect his royalties.

"The present King, and his English Queen Victoria, who is the most popular person in Spain, reside there frequently."

SUBSTITUTE FOR GAS.

A Russian reports having perfected a method by which a better and cheaper gasoline substitute may be derived from vegetable oils, crude oil and coal tar. Even the residue of this process, he says, is higher in efficiency than that of the gasoline residue.

MOTORS IN NORTH BORNEO.

Whilst reading an account of the recent Motor Show we could not help thinking of the comparatively rapid strides that motor transport has made in this country, says the *B. N. B. Herald*. Many of us remember when Sandakan, the Capital, boasted two traps as its only wheeled vehicles except buffalo and bullock carts (and many of us have ridden to and from the races in those buffalo carts and thoroughly enjoyed the ride).

Later Mr. Dals purchased an old motor car, which spent most of its time in the seat Mr. W. G. Darby, we believe, first ran a motor regularly although several contrivances, three wheeled cycles, etc., were tried from time to time. Government House abandoned its carriage and obtained a motor shortly after Mr. Darby had imported his, and we believe we are right in saying that even as late as 1918 these two cars together with an enormous car owned by Mr. Chubb were the only motors in Sandakan, whilst Jesselton boasted the one "taxi."

In 1924 in Sandakan 61 motor vehicles were registered, and in Jesselton 31 excluding Government lorries, etc. Paper Estate now runs a car and there are several motor vehicles at Tawau.

IN MADRID.

AMUSING SAFETY RULES.

Recently a delegation of municipal officials from Madrid visited Paris with a view to discovering some means of dealing with the ever-growing traffic congestion in the Spanish capital. They have come to the conclusion that greater rather than less speed is necessary in the streets of Madrid, and they are considering the advisability of prohibiting the use of the motor horn.

The programme which has been issued for the benefit of pedestrians has many amusing injunctions. They are asked to walk carefully, not to run, to read newspapers, or to roll cigarettes, whilst in the street. They are requested not to form into groups. Pedestrians are also informed that they have preference over vehicles, and that the latter must stop if anyone prefers to stand still in the middle of the road.

Coloured bands are to be painted across the street, and pedestrians are asked to walk between these bands when wishing to reach the other side of the road. To catch a tram or a bus by running is forbidden.

ON VIEW IN EUROPE.

Twenty American auto manufacturers have shipped their best samples to Geneva for the motor salon held there in spring. France alone exceeds America by the number of exhibits at this salon.

55,000,000 TYRES.

This year will see the production of 55,000,000 tyres, or 10 per cent. above that of 1924 according to an American station. This is based on the large production and sale of cars in 1923, for which a large replacement of tyres is expected this year.

TRIUMPH

The Triumph gets you home in a jiffy. It takes a Triumph to take you there and bring you back.

Stocks Carried.

ALEX. ROSS & Co., (China) Ltd.

Bank of China Building,
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CORDS



When purchasing a tyre BE GUIDED BY THOSE WHOSE BUSINESS IT IS TO KNOW, AND WHO DO KNOW.

The fact that 95% of British Car Manufacturers fit DUNLOP tyres as standard equipment is a striking tribute to the superiority of the Dunlop tyre.

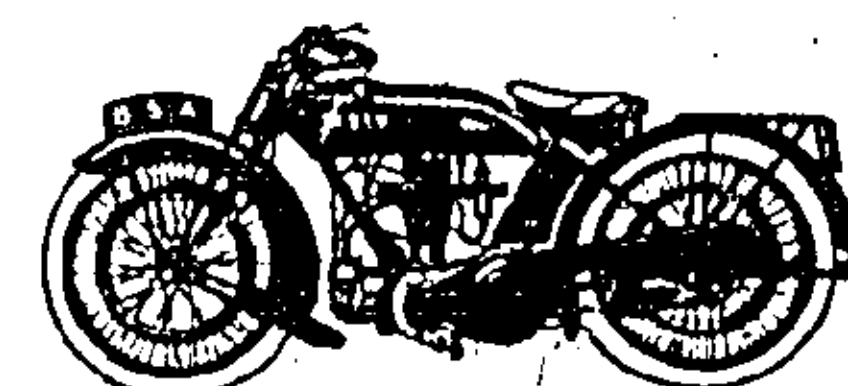
Behind the Car manufacturers' choice is their practical knowledge of tyres and tyre values.

FOLLOW THE CAR MANUFACTURERS' LEAD—THEY KNOW.

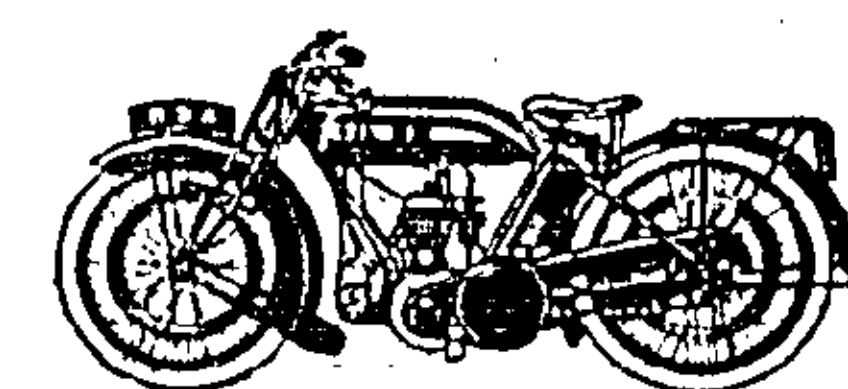
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Famous For Reliability and Economy



Full Particulars from the Sole Agents:

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AMERICAN MOTOR NOTES.

FROM AN AMERICAN CORRESPONDENT.

Passenger cars and trucks registered in the United States at the close of 1924 totalled 17,740,236. This is a gain of 15.6 per cent. over 1923—in car registration, and indicates that there is in the United States a car for every 6.42 persons.

Motorcycles have again decreased in number in the United States.

New York has the largest number of registered motor vehicles with California second.

California, Illinois, New York, Ohio and Pennsylvania have each more than a million registered motor vehicles.

Florida has the largest percentage gain during the year of any state.

One million nine hundred fifty thousand of those who bought cars in 1924 were first time buyers.

Eighty per cent. of the total business of the automotive industry in 1924 was in the form of sales for less than \$1,000.

It is estimated that 1,450,000 cars will be sold to new owners in 1925.

Though the production of automobiles in America of which

there is any record commenced in 1895 with about 300 cars, these were of such a crude type that they were little more than experiments. It was not until 1899 that the manufacturing of automobiles really began to take the form of an industry, with a yearly production of about 4,000 cars.

The next two or three years saw only slight increases. In 1903 and 1904 a number of companies were organized, which have formed the backbone of the industry.

During these two years there were 11,000 and 22,000 cars produced, respectively. From then on, yearly production increased rapidly and normally until 1915, when it leaped forward under forced draft of enormous war earnings and other economic influences, until production reached its peak in 1923 of more than 4,000,000 vehicles.

The wholesale value of the 1923 passenger production was probably about \$6,000,000; in 1903 it was about \$10,000,000, and 1904 it was more than \$23,000,000.

While production was increasing numerically at a tremendous rate, the wholesale value of the production was keeping pace up to 1909, but afterward fell rapidly behind, owing to the decline in prices. In 1920, the wholesale value of automobile production reached its peak, but production

did not; while in 1923, the year of peak production, the wholesale value was about 7 per cent. under 1920.

During the past twenty-five years, the United States has produced more than 18,000,000 passenger cars, having a wholesale value of more than \$11,300,000,000. Of this total, about 5,600,000 cars were produced during the war years of 1915-18, and 11,000,000 during the post-war years of 1919-23. These cars had a wholesale value of \$3,200,000,000 and \$7,600,000,000 respectively.

Nearly ninety-eight per cent. of all the cars has been produced since 1912, and 61.2 per cent. has been produced in the last five years.

Since the war \$25,000,000,000, a sum equal to our war debt, has been invested in this country for the purchase and operation of new and used passenger cars, parts and accessories, oil and gasoline, and repairs.

The production of passenger cars in 1920 was about 51 per cent. of the 1923 production, while the wholesale value of the 1923 cars was \$2,000,000,000, or 90 per cent. of the 1920 wholesale value, \$2,300,000,000.

It was not until 1915 that closed cars, became a production factor of much importance except in the high-priced cars. That year closed cars averaged about 2 per cent. of the total production of low-priced cars, and about 25 per cent. of the total production of high-priced cars. In 1923 the production of closed cars had reached 33 per cent. of the production of low-priced cars at \$1,000 and less, and 75 per cent. or more of the production of high-priced cars.

With yearly increase in production and the rapid accumulation of motor vehicles, especially in the eastern states, where cars accumulate most rapidly, state regulation and registration of motor vehicles began in Connecticut in 1901. Other states followed shortly.

In 1899, when the government took a census of manufacturers in the United States, they found that there were 57 firms producing motor vehicles, employing a little over 2,000 people, with an investment of nearly \$6,000,000, and producing automobiles valued at approximately \$5,000,000.

At the end of twenty years this industry has grown to 237 manufacturers, employing over 300,000 people with an invested capital of \$1,500,000,000, and producing automobiles valued at \$2,000,000,000. It is now the third largest industry in the United States, and the largest in the world manufacturing a finished product.

TOO MUCH OIL IN MOTORING.

THE EVIL EFFECTS OF PLAYING FOR SAFETY.

By Captain E. de Normanville in the *Daily Chronicle*.

All motorists understand the essential need of keeping oil in the engine, but few appreciate the niceties of scientific lubrication, or the harmful effects of over-oiling. But there are many ills which accrue from excessive lubrication.

For people who will not trouble to do the thing properly, by all means play for safety; see that the engine has plenty of oil. But the running will be much "sweeter" and the repair and maintenance bills smaller if only you will give the necessary time to do the job scientifically.

Over-lubrication to the extent of an unnecessarily smoking exhaust is still a legal offence—and quite rightly, too. An even more important point is that it is very discourteous and obnoxious to other road users and pedestrians.

PENALTIES OF EXCESS. We should always aim, therefore, at the happy medium. The car manufacturer indicates a level for the maximum height of the oil, and the minimum. There is serious danger in disregarding the latter, and stupidity in disregarding the former.

When filling with oil and the maximum height is reached, you sometimes hear people say, "Oh, put another half gallon in for safety."

It is very foolish. Too much oil in the engine means waste—it will blow out through the exhaust pipe—and it also means that decarbonisation will be necessary much sooner than otherwise.

And there are other evils which follow in the wake of over-lubrication. You will, for example, get sooted plugs, misfiring troubles, sticking piston rings, and carbonised piston heads and combustion chambers.

AN EXCELLENT CLYNO SALOON. The ever-growing proportion of closed cars to open cars in use in the United States did not originally find a reflex in conditions in this country.

Slowly but surely, however, the superior comfort, weather-proofness and general adaptability of the permanently enclosed vehicle, or saloon, has become appreciated.

The latest firm to enter the market with a moderately-priced saloon is the Clyno Company, whose Regent model at £275 offers wonderful value.

While it is obvious that at that price the inclusion of unessential luxuries could not be afforded, there is no detail of equipment which can be called necessary that is not provided. To illustrate the generosity of the fittings, they include balloon tyres, spring gaiters, luggage grid, electric horn, petrol can and holder, and a screen wiper—these in addition to the usual equipment of electric starting and lighting, speedometer, clock, spare wheel and tyre, and so forth.

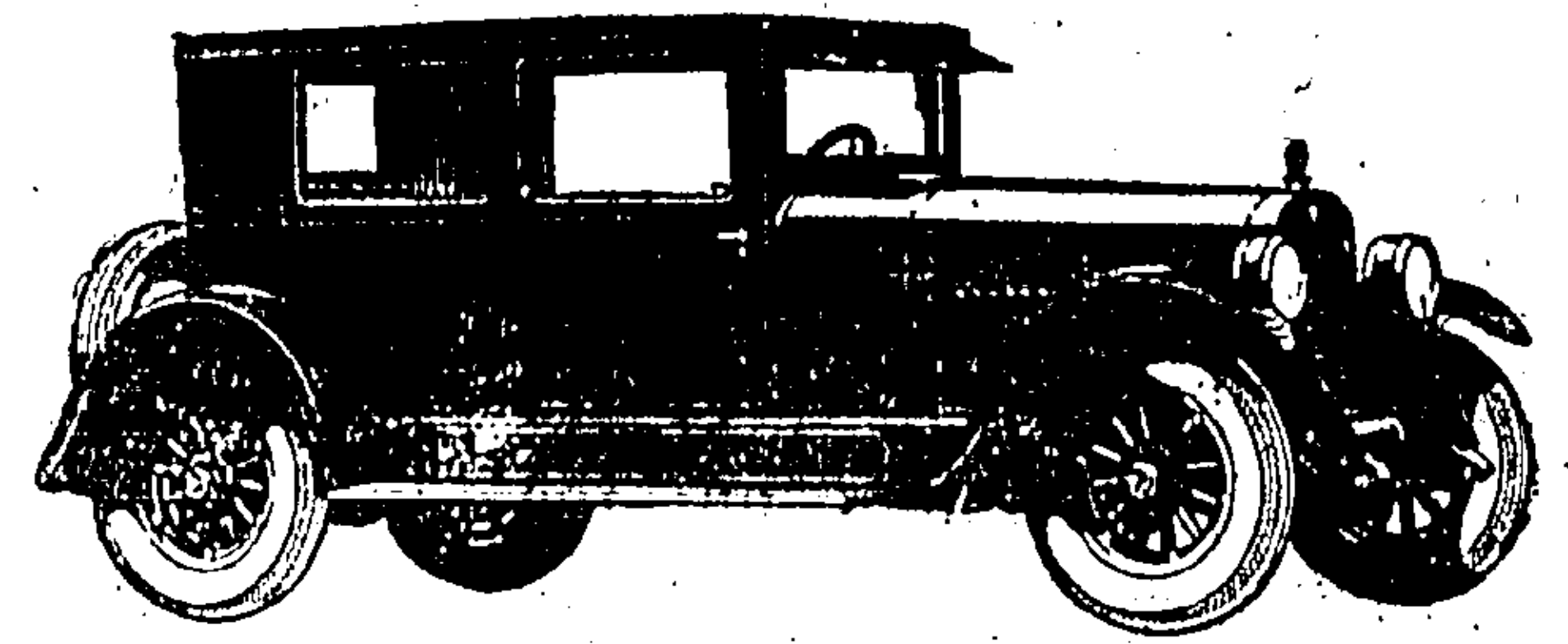
The finish of the car externally is all that could be desired, and those who have admired the pleasing appearance of the 1925 Clyno touring car will appreciate that the Regent saloon is not open to criticism on this score when I say that it is well up to the standard of the touring.

Upholstery is in Bedford cord to match the exterior paint work and six large "lights" give an admirable airiness to the interior. The front seats are adjustable, and visibility, from the driver's point of view, is exceptional.

Mechanically the car is similar in every respect to the touring model. A point in which the Clyno Regent shines in particular is its ability to run "sweetly" on top at speeds so low that the indicator failed to register—an obvious advantage in a car which is likely to be used very largely for town work.

THE R.A.C. SMALL CAR TRIALS.

Visitors to Great Britain from overseas who have hitherto regarded the large-engined car as the only type of go-anywhere vehicle should not fail to keep in touch with the progress and results of the R.A.C. Six Days Small Car Trial to be held from Llanrindod Wells from May 12th to 17th. Whatever the actual results of trial may be, it may be anticipated that the reliability hill-climbing, and speed capabilities of quite small and inexpensive cars will be thoroughly demonstrated. In this event, in order to encourage the development of economical motoring, cups in certain classes are being presented to the winners by The Autocar.



For Ten Years the World's Greatest Buy

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

HUDSON COACH \$4,000
SEDAN 5 Passenger \$4,800 7 Passenger \$5,000

The World's Largest Builders of Six Cylinder Closed Cars

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road ... (Happy Valley).

HONGKONG HOTEL GARAGE

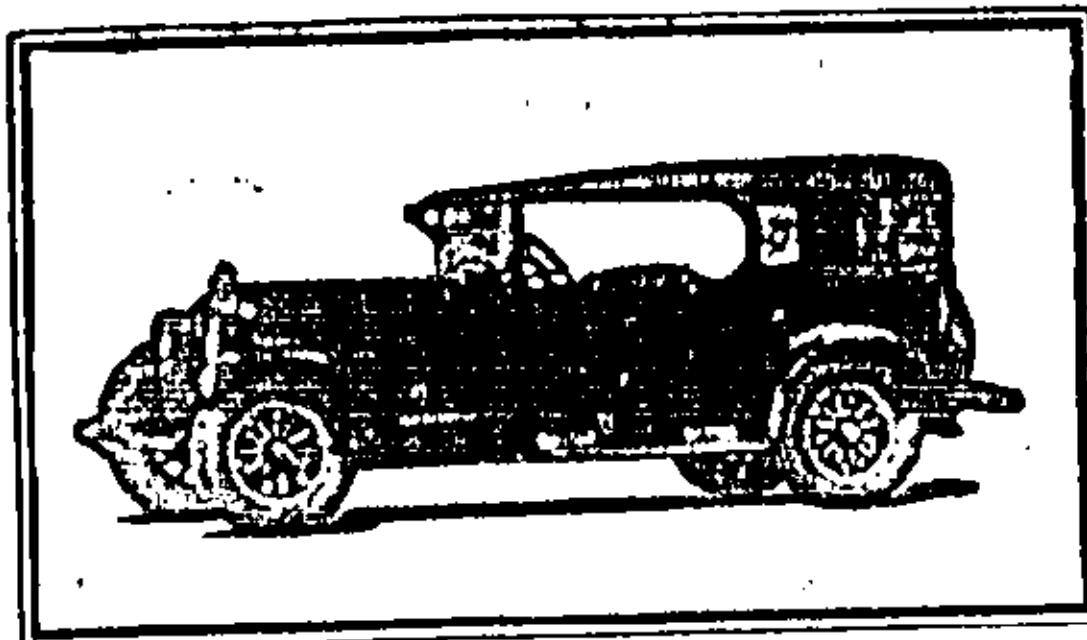
THE NEW

1925 **STUDEBAKER** 1925.

Hydraulic

Four Wheel

Brakes



Genuine

Balloon

Tyres

1925 MODELS NOW IN STOCK

DON'T FAIL TO SEE THEM
AND DON'T BUY A CAR
BEFORE YOU SEE THEM.

TEL. 4759.

TEL. 4759.

THE HONGKONG and SHANGHAI HOTELS LTD



Packard Service at Flivver Cost

—that's what characterises the business methods of THE DRAGON MOTOR CAR CO., LTD. That's why we have earned high repute among car owners.

Expert workmanship, plus a complete line of parts and accessories, enables us to solve all your problems.

WHY WAIT TILL YOUR CAR LIES DOWN ON YOU?
LET US TAKE CARE OF IT—AND IT WON'T!

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247... A. J. Allison, Service Manager.

DRIVE IN

To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR -- Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.

THE BUICK "SIX"

Owners express surprise that a car so powerful and spirited as the Buick Six operates so smoothly and quietly. Such outstanding performance explains why the car is winning and holding the good will of all who buy it.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

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AUSTIN SEVEN.

== 7 ==

The Car for the small family. Everything that is found on the large Car plus Comfort, is found on the Austin 7. Riding in one is convincing.

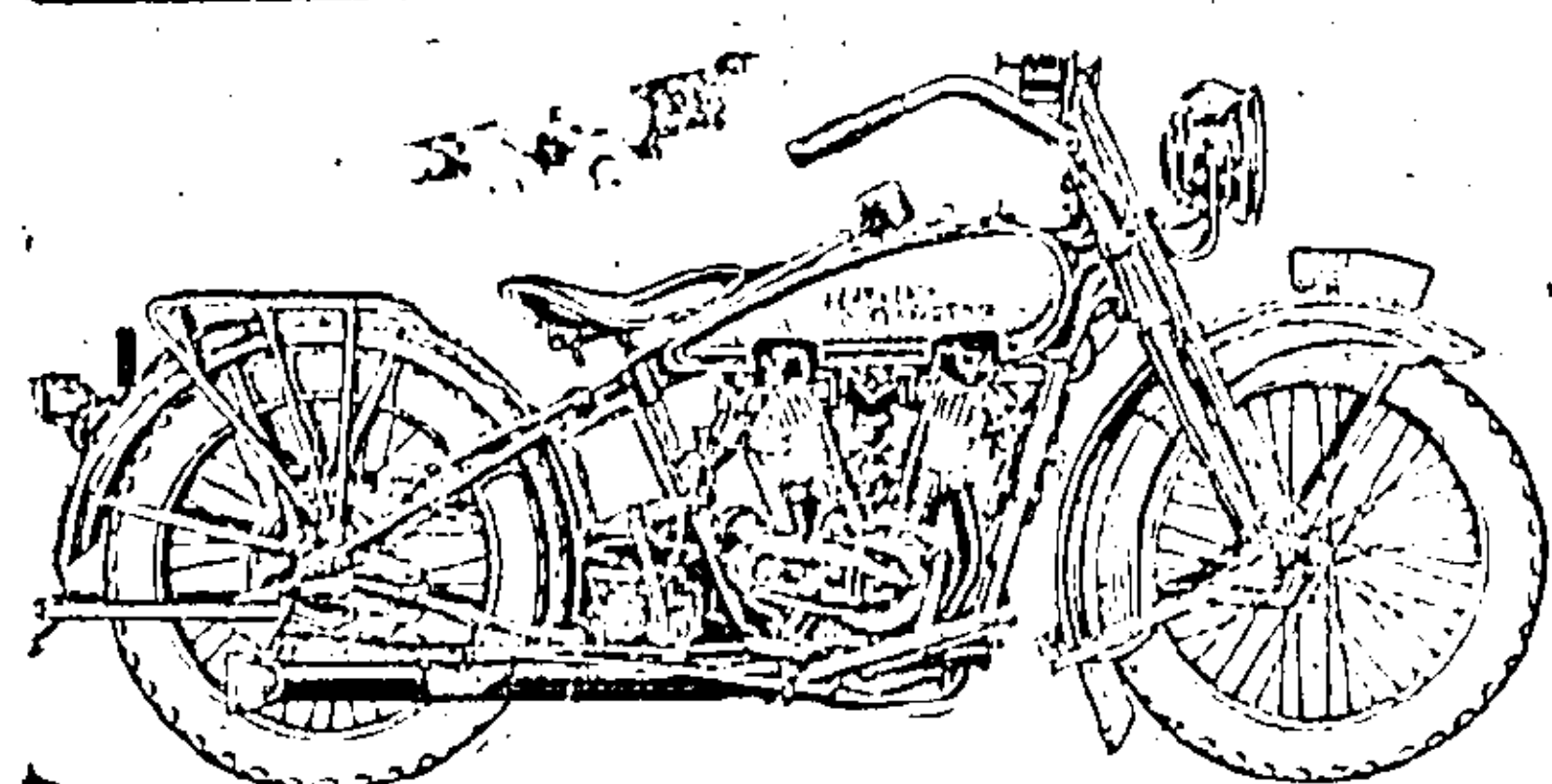
Latest Price £169.00.

Ready for the road.

SOLE AGENTS:

Alex. Ross & Co. (China) Ltd.

THAT'S IT—THE 1925 HARLEY.



The pride of motorcycle achievement. A new machine at a new price.

Model 61—Standard equipped with magneto, presto-light, lamp, luggage carrier, pump, tools horn, and speedometer, ready for the road.....	\$775.00
Model 74—Standard equipped same as above.....	\$825.00
Model 61—Electric. Ready for the road.....	\$825.00
Model 74—Electric. Ready for the road.....	\$875.00
Sidecar, Single passenger.....	\$240.00
Sidecar, Double passenger.....	\$300.00

ASK ME TO POINT THE 27 NEW IMPROVEMENTS.

GASCON'S MOTOR HOSPITAL.

2, Kwong Wah Road (opposite the Steam Laundry) Kowloon. Phone K. 1242.
Note.—Don't let the cost trouble you if you cannot afford to pay cash, come in and see me to arrange payment by instalments, easy and within reach of everybody who is craving for real life in the open this Summer.
So don't wait until To-morrow for it may be too late, only a limited number of machines will soon arrive as first shipment. Come and let me have your name. First come first served.

A. GASCON.

AGENT FOR THE NEW 1925 HARLEY DAVIDSON.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

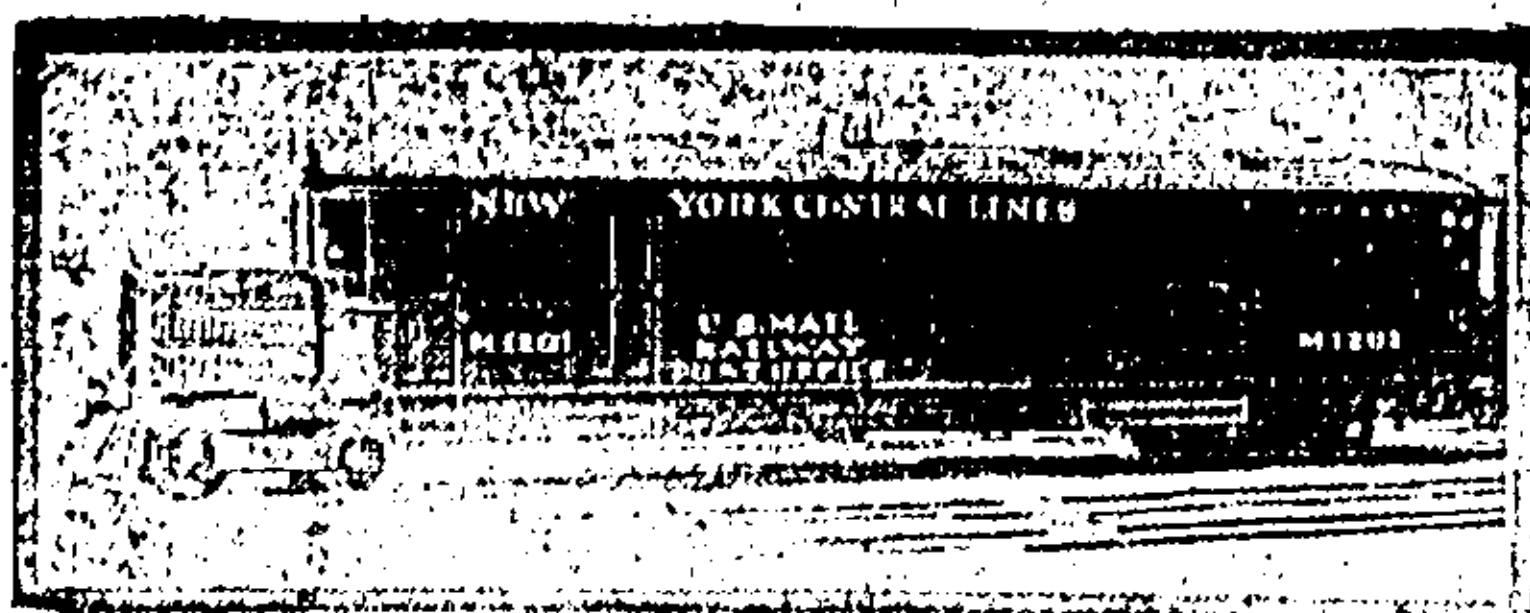
EXPENSE



Full stocks carried by
**THE EUROPE-ASIA
TRADING CO.**
China Building

Ask To See The Balloon Tyres.

MIDGET REPLACES STEAM MOGUL.



An automotive two-car train has been installed on the Cairo division of the Cleveland, Chicago & St. Louis Railway. Above is shown the engine, which is of six cylinders, which has also baggage, mail and express compartments.

THE 1925 MOTOR CAR.

INCREASED COMFORT AND POWER.

Frankly, it will be difficult for any man who can possibly afford it to resist the temptation to buy a new car during 1925, for never before have such exceptional models at such attractive prices been offered.

The value built into the modern motor car greatly exceeds the dollar for dollar value to be found in any other manufactured commodity, simply because the automotive industry loads all others in the use of labor-saving machinery and in efficiency for production methods. Therefore it gets more results per hour of man-labour expended than does any other industry.

A great many persons will want new cars this year in order to obtain balloon tyres and four-wheel brakes, the one for comfort and the other for safety. Others will buy new cars in order to obtain machines with wear-proof finish.

Practically all 1925 cars will be finished in lacquer, such as Duco, or in baked enamel, and even those high priced cars using paint will, in some cases, have two coats of finish varnish. When you buy a 1925 model there is a lot of satisfaction in knowing that the finish will last for years, that two or three or perhaps even five years hence the car will look practically as good as new.

IMPROVED ENGINE PERFORMANCE.

Never before have engines been so quiet, so smooth, so powerful or as durable. These features have been achieved by small changes. In general, crankshafts are heavier, pistons and connecting rods are lighter, and bearings are larger. These things make for smooth running, durability and long life.

Many thousand miles have been added to engine life by improvement in lubricating systems. The use of fibre gears or silent chains has added to engine quietness. Air intake cleaners and oil purifying systems also cut down engine wear, as does also the fitting of a radiatory shutter, since it reduces the warming up period, and it has been shown that most engine wear occurs at this time.

Power increase have been obtained in various ways: By changing the shape of the combustion chamber, by raising the compression by increasing the valve opening, for raising the engine speed, and, in some cases, all these methods have been used.

In most instances, steering gears have been redesigned so that cars steer more readily with balloon tyres than they did previously with standard tires. And the control mechanism has been improved in many other respects. Several cars now have the lighting switch lever on the steering wheel. Gear shift lever and clutch pedal are more easily operated, and in many cases, the brake pedal takes less pressure than formerly.

ENCLOSED CARS ARE CHEAPER. Upholstery is more durable, and cushions and seat back much more comfortable. Closed cars now cost very little more than open cars, due largely to the perfection of the two-door, five-passenger closed car, variously called a coach, two-door sedan, brougham, coupe brougham, coupe-sedan and so forth.

The driver's comfort has been enhanced by the use of one-piece windshields and the adoption of automatic windshield cleaners, and heaters are now common in closed cars so that they are just as comfortable in cold weather as at any other time.

More complete equipment is a distinctive feature of many 1925 cars, and includes such essential accessories as bumpers front and rear, sun-visor, stoplight, rear mirror, radiator thermometer, windshield cleaner, clock, heater,

UNIVERSAL REAR RED LIGHTS.

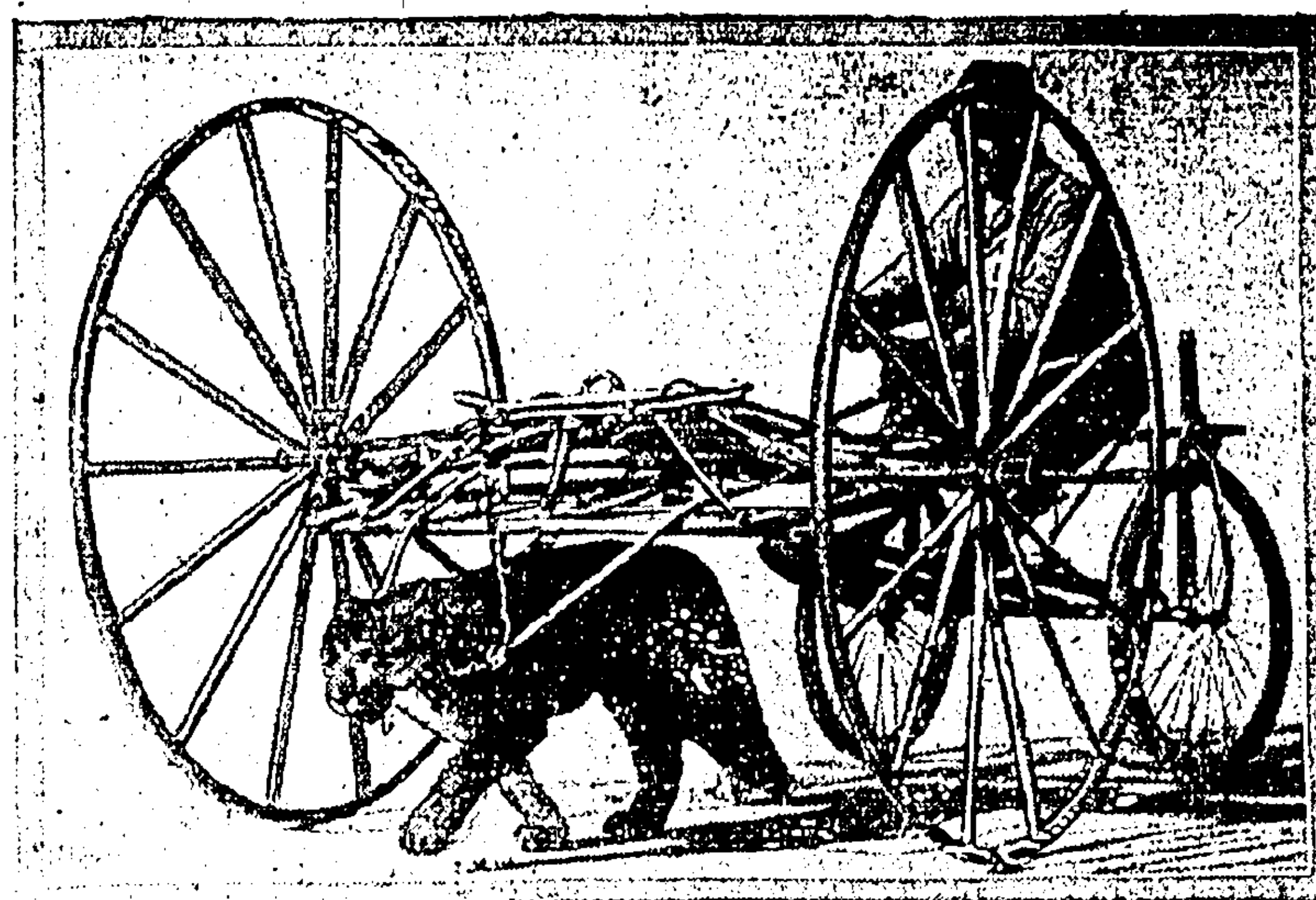
THE ENGLISH MOTOR CAR ACT.

There seems to be a general new conviction that when the Motor Car Act is passed all vehicles will be required to carry a red warning light behind after nightfall. When the Bill comes up for discussion in Parliament it is expected that some opposition will be offered in the supposed interests who are alleged to be against a measure of safety which would inflict a small expenditure on them and a responsibility to keep a lamp alight. Why these matters should assume such importance when attached to a bicycle and be regarded without heat by every other road vehicle, is difficult to understand. One suspects the situation to be a considerable piece of bluff on the part of a small section of cycling officialdom which will disappear on what the Americans call a "show down." Probably the cyclists' advocates will contest the proposal from the outset, but in the end will suggest the substitution of a red reflex light instead of a lighted lamp. So far as motorists and other road users are concerned there would be no great disposition to press the matter further than that. If correctly positioned and effectively constructed a reflex warning device will pick up and return the light of a motor car or motor cycle head lights. But who is to see and who will be entrusted with the duty of seeing that the devices used, not only are effective and disposed of effectively, but are so maintained? In the case of a rear lamp the case is simple. Any observer can discern whether the lamp is alight and is doing its work, but not until a lamp is flashed and flashed from the right direction—behind—can it be discovered whether that reflex light is properly positioned or is in use at all. If that duty is to devolve on the police they will have such a considerable addition to their nightly duties that, in many districts, they will have little time for other matters. For that reason we may expect the police to object to any exceptions being permitted to a universal rear light regulation, and we do not think the Home Office is likely to accept anything in the Bill that is opposed by the police. If cyclists had not listened to the intransigent who appear to have captured the control of their official organisations the question of a universal rear light regulation might—probably would—have arisen. As it is, we fear we must press for equal responsibilities all round, lest in the case of a cyclist-motor accident, the presence of a piece of red glass on the bicycle be advanced as proof that the cyclist must have been visible to the overtaking motorist—which we feel sure would, occasionally at least be a wrong assumption.

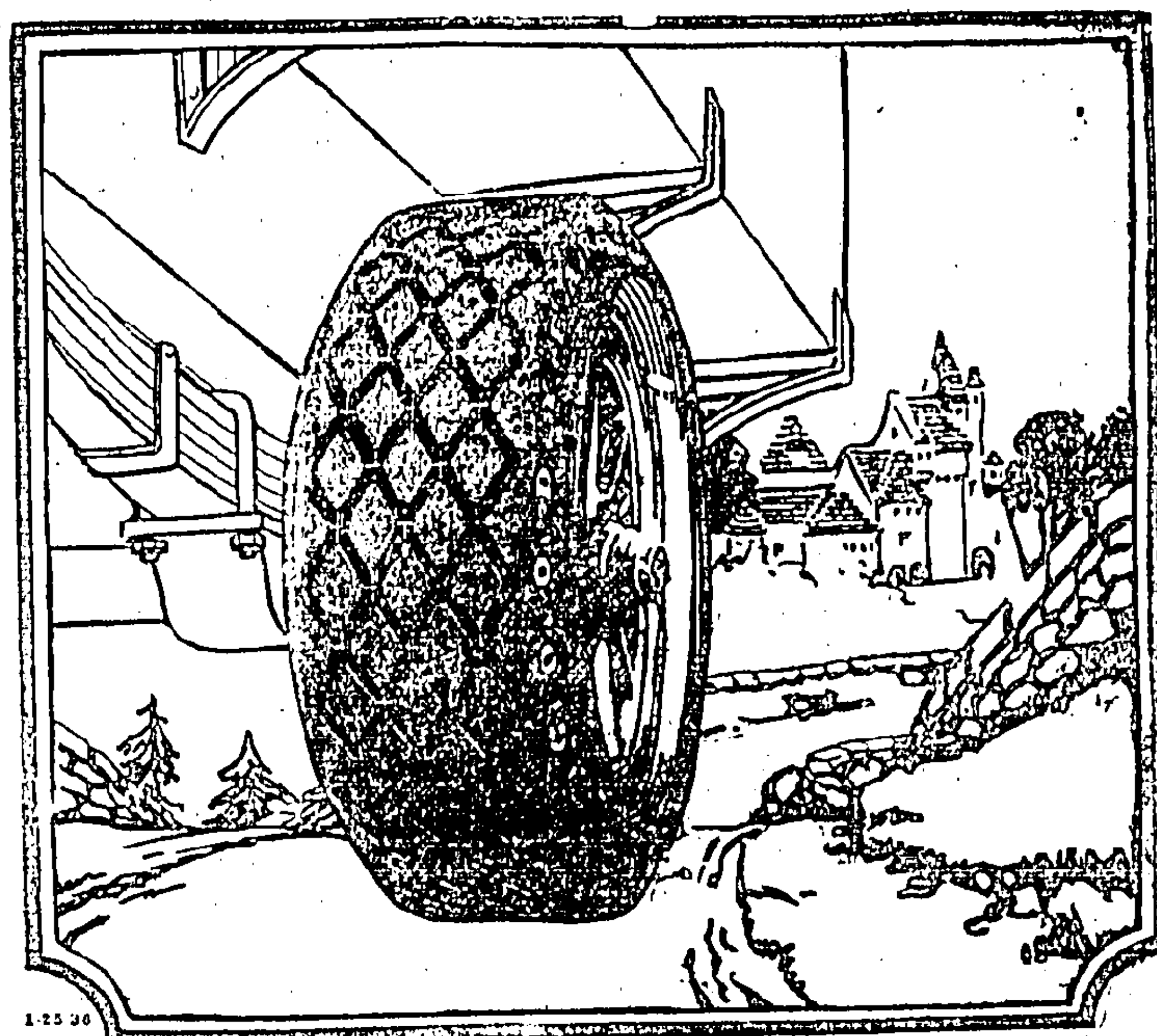
and in some cases, shock absorbers, spare tyres, radiator shutter, as well as other items, are fitted. Brighter colours are coming into use, and this is still another reason for buying a 1925 model. The new cars in hand—some shades of blue, green, gray and brown are far ahead of the older machines in sombre black, or almost black shades of green or blue.

The purchaser of a 1925 car should give it much better care than he has his previous machines because the new models are designed to run for years with few repairs, if they are not neglected. Cars of yesterday were likely to become rather decrepit, after two or three years, even with good care, but the car of today is so scientifically built that if it is not abused or neglected it will last a long long time, as those who buy 1925 cars will discover to their pleasure and profit.

THIS SHOULD MAKE A WILD CAT WILD.



"Kid" Johnston, an ex-prize fighter, who in his day could "lick his weight in wild-cats," keeps his hand in by capturing and training these animals. Here he is with a hundred pounds of full-grown mountain lion which he has taught to pull a four-wheeled contraption through the streets of Manhattan, Mont. U.S.A.



A TRUCK TYRE OF SUPER QUALITY

The Goodyear Heavy Duty Cushion is a deep, massive tyre of the toughest rubber human skill can mold.

It has maximum load carrying ability with as much cushioning capacity as is possible in a tyre of solid rubber construction.

The Goodyear Heavy Duty Cushion gives maximum cushioning, greater traction and greater mileage because of:

- 1.—The high quality of rubber compound.
 - 2.—A greater total volume of rubber.
 - 3.—Better methods of manufacture.
 - 4.—The All-Weather Tread Design.
- Goodyear Heavy Duty Cushions should be used for all heavy hauling where carrying capacity is essential to handle the loads, and where the greatest possible cushion is desired to reduce upkeep expense.

Goodyear Means Good Wear.

GOOD YEAR

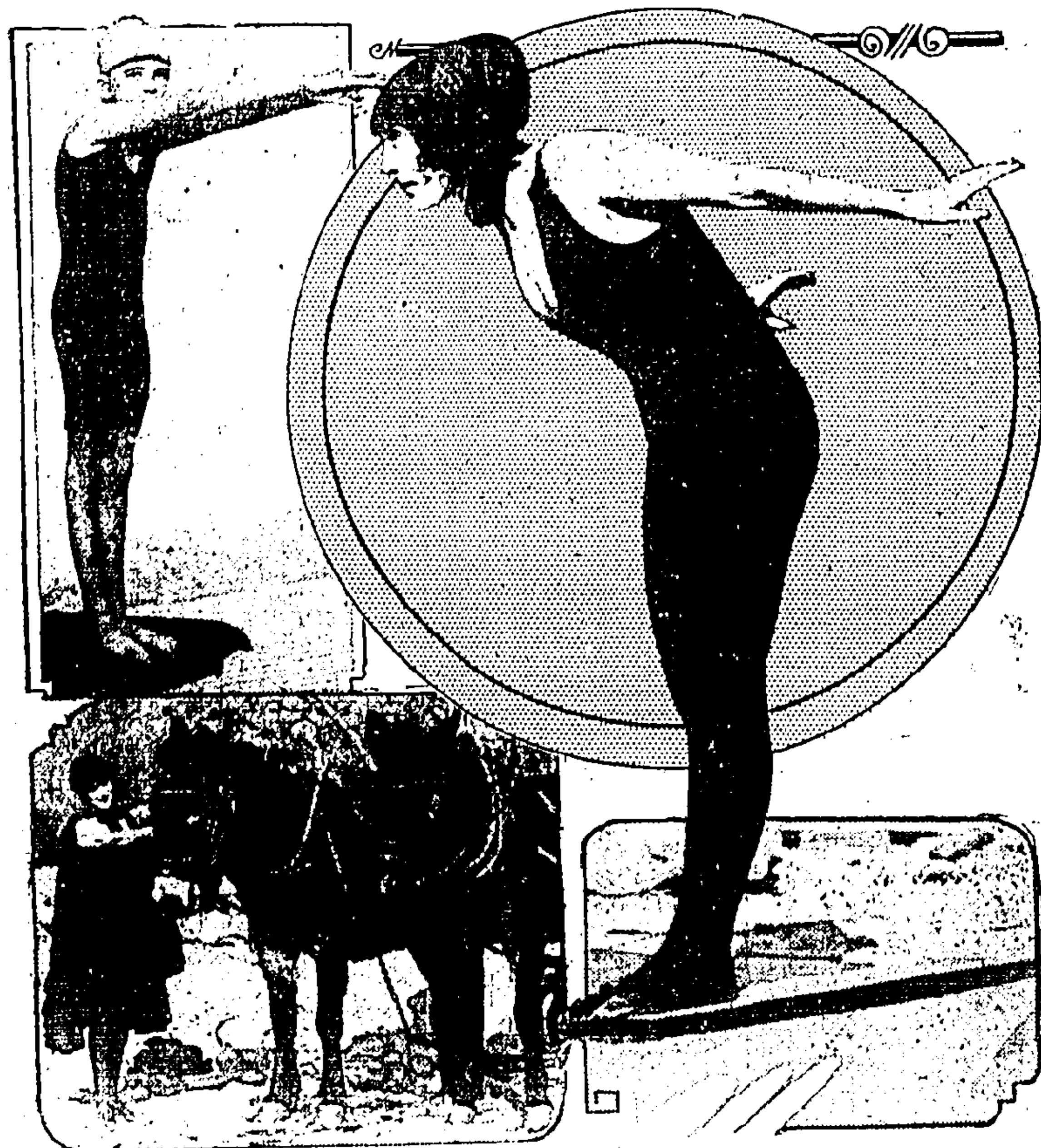
HEAVY DUTY CUSHION TYRES

MADE IN CANADA

DISTRIBUTORS

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING,
HONGKONG.

ANNETTE KILLERMAN. Leaves Stage to Help Maimed Children.



UPPER LEFT—BILLY CAMPBELL, WHO IS BEING RESTORED USE OF LIMBS THROUGH SWIMMING EXERCISES. RIGHT, MISS KILLERMAN IN A CHARACTERISTIC DIVING POSE. LOWER LEFT, MISS KILLERMAN WATCHING WORK OF DEVELOPING "HIDDEN RANCHO" INTO HEALTH HAVEN FOR CHILDREN.

Los Angeles, Feb. 28—Thirty-six years ago, in Sydney, Australia, lived a 6-year-old girl who thought she would have to carry less, she dreamed that a good fairy would strengthen her weak, inefficient limbs. Her mother, a

great pianist, spared no expense to have her cured. Without avail. One day it was suggested to her mother, "teach her to swim." Neither the mother nor the girl realized it, but it probably was a message from the good fairy, of whom the girl had dreamed.

The experiment was tried—and it succeeded. Soon the girl could run and play and dance, as did her playmates. "Some day," declared the girl, "I will help others as I have been helped." That promise was never forgotten, though intervening years brought triumphs such as few women know. The girl became the outstanding aquatic marvel of the time, set records which have never been broken, was starred in vaudeville, theatres and motion pictures, was sought after with salary offers of some \$5000 a week. That girl was Annette Killerman.

Now Annette Killerman has quit the stage. She is going to concentrate all energies to give to crippled children a training to rebuild physically weak bodies.

"I loved theatrical work so well I kept delaying fulfillment of my early promise," says Miss Killerman. "But now I am definitely through with the stage to devote my life to helpless children."

Out in a broad valley of the Vozzue hills, 14 miles north of Hollywood, is an old Spanish grant known as the "Hidden Rancho." Miss Killerman purchased 122 acres of scrub and cactus. There now she is building pools and clubhouses, tennis courts and dormitories. In the pools children will be taught how to gain control of inefficient limbs. The course in training starts with having the children learn suspension in the water.

Then a slight agitation of the water is effected, increasing, in later days, until the legs move of their own volition. Having learned to suspend and move the legs in the water, actual swimming is then encouraged, giving strengthening exercises.

"I do not want this effort to be considered charity," says Miss Killerman. "Of course, the little boys, and girls who come for the swimming curative courses will not be charged a cent."

"But the school, and others to be established, will be made to pay their own way."

This will be accomplished by water shows which Miss Killerman will conduct through a women's club which she will operate in connection with the schools.

NEXT "EMPRESS" TOUR. Big Liner Will Visit Hongkong.



"And when I leave New York Dec. 4, 1925, on the 'Empress of Scotland' to go around the world, I think I'll quit the sea after the 30,000 miles voyage is finished." "Pa" Philip was speaking. Perhaps you do not know "Pa" Philip? He is the ranking chief engineer of the Canadian Pacific Steamships, an officer of the Order of the British Empire, decorated for his services during the world war in transporting 174,000 troops, while covering 110,000 miles of the Seven Seas, including the Gallipoli. A million friends call him "Pa", but his real name is A. E. Philip. O. B. E., and he has run ships by wind, coal and oil and admits that an oil-burner like the Empress of Scotland, looks good to him. "No dust, no smoke, no dirt, no trouble!" That's what "Pa" Philip says. And you can take it from a veteran like him.

And then, there's Commander James Gillies, C. B. E., the hero of his Victoria Cross, his Distinguished Service Order, of Great Britain and his Navy Cross of the United States, is Staff Capt. R. N. Stuart, who, as commander of the British "mystery ship", Pargust, sank a submarine after his own decoy ship had been torpedoed. As a matter of fact, Stuart was on deck when four submarines were destroyed. He got the U. S. Navy Cross for saving one of Uncle Sam's destroyers after she had been torpedoed.

Then there's J. Walker Bartlett, purser of the Empress of Scotland who was "pipped" during the war—meaning torpedoed by a submarine—and had to swim for it. These are the boys who will take the Empress of Scotland around the world—the boys who safeguarded thousands of United States' soldiers on their way to France.

IT'S CHEAPER TO BUY THE BEST. IN SPORTS GEAR.

SPORTS GOODS.

RECENTLY RECEIVED
INCLUDE:—

- AYRE'S TENNIS BALLS.
- JAQUE'S CROQUET SETS.
- SLAZENGERS RACKETS.
- BILLIARD BALLS.
- TAYLOR'S DRIVERS.
- SPALDING GOLF BALLS.
- DOUBLE TOP TENNIS NETS.
- WATER POLO BALLS.
- SHUTTLE COCKS.
- TAYLOR'S BOWLS.
- RUNNING SHOES.
- SANDOW'S GRIPS.
- MC'GREGOR FOOTBALLS.

SLAZENGER'S

HAVE PRODUCED
A
SUPER-RACKET.

THEY CALL IT

THE "PRIMORIS"

WE HAVE A FEW
IN STOCK
13 1/2 and 14 oz. only.

A FRESH STOCK OF
SLAZENGER TENNIS BALLS
HAS ALSO JUST ARRIVED

SPORTS PARS.

Interesting World Items.

The Welsh Rugby Union have intimated that referees under their control must not officiate in Sunday games abroad, and that the by-laws, which already debar Sunday football, will be altered to that effect.

Sir Russel Boncraft, presiding at the annual meeting of the Hampshire County Cricket Club at Southampton said as an old cricketer, that he regretted the attacks made on Arthur Gilligan personally and on his ability as a captain. No more popular captain than Gilligan had ever left England.

At a meeting of the directors of Falkirk Football Club and representative of Blackburn Rovers Syd. Puddefoot was transferred to the Lancashire club. Three seasons ago Falkirk paid £5000 for this West Ham player, who has gone to Blackburn for a sum close on £4000.

The Auto learns that the Irish Rugby Union have written of the French Rugby Federation to complain of the attitude adopted by the French public on the occasion of the France-Ireland match at Colombes on New Year's Day, when the spectators forcibly expressed their disagreement with the referee. The Irish Rugby Union add that in the interests of good relations between the two countries such incidents should not be repeated.

A SIMPLE TEST

If you wish to convince yourself which is the most popular evening newspaper and therefore the most effective advertising medium

COUNT

— THE —

"TELEGRAPHS"

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THE STREETS
THE TRAMS
THE FERRIES
EVERYWHERE

OUR ADVERTISEMENT SERVICE
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AT YOUR DISPOSAL.

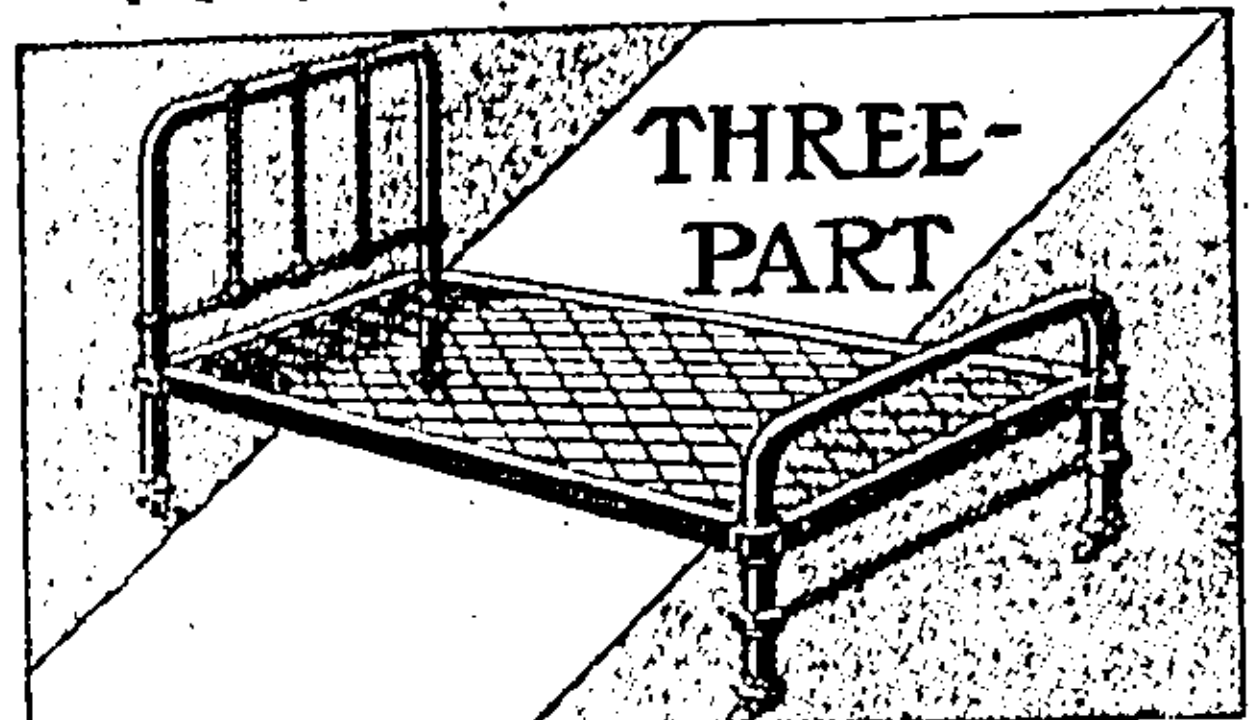
LANE, CRAWFORD'S
FOR GOODS THAT LAST LONGER.

USE
THE
LIFT
AND

TRADE UP-STAIRS

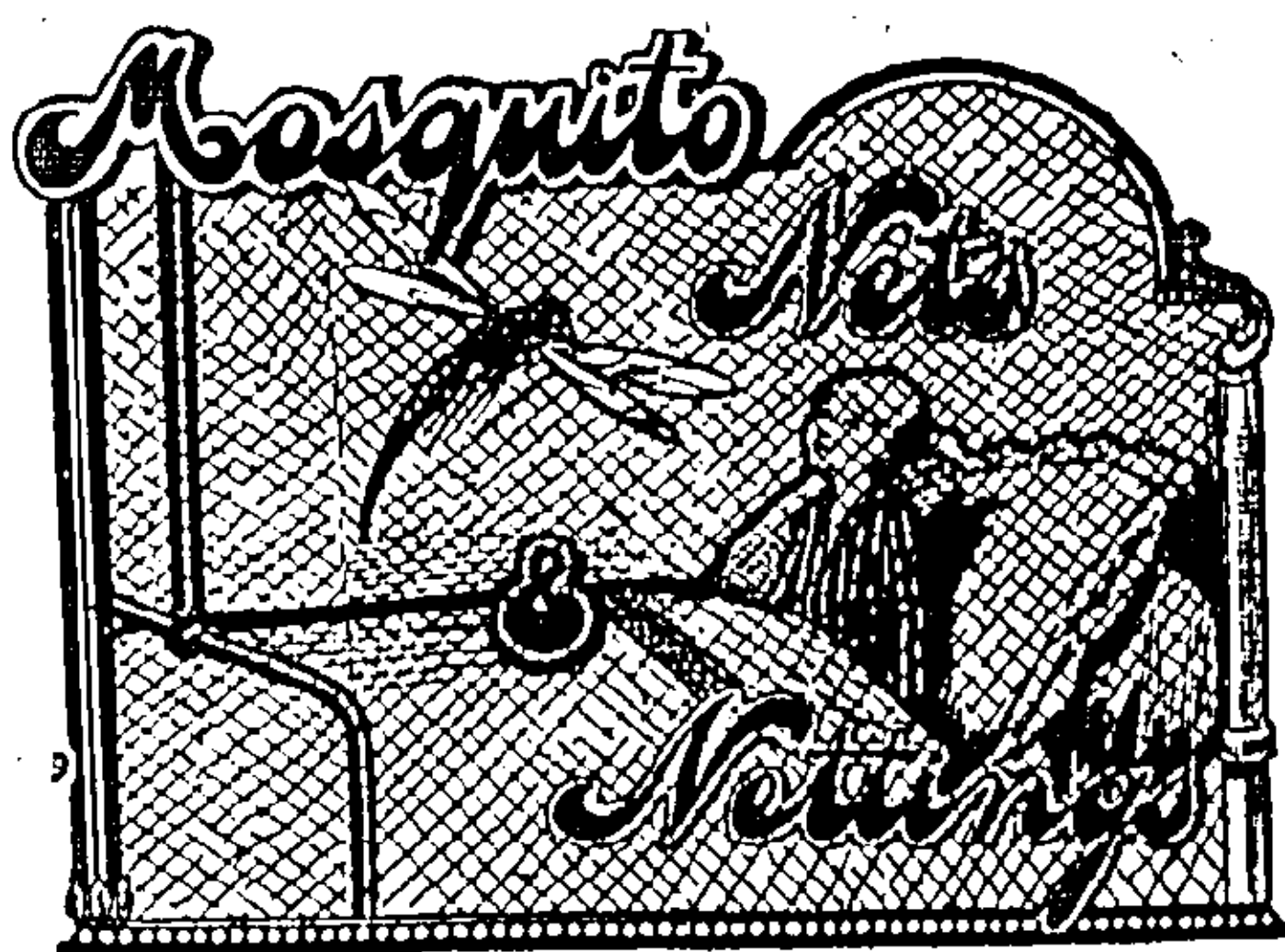
IN
WHITEAWAY'S FURNISHING SHOWROOM
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THE "WHITELAW"



BEDSTEAD

ONE OF WHITEAWAYS STANDARD VALUES
THE "WHITELAW" BED TEAD
Strong Iron frame fitted with diamond mesh
Spring mattress. Size 6½ by 3 feet.
STANDARD VALUE \$13.50 EACH.
PRICE



MOSQUITO NETS

Correctly made Mosquito Nets in all regular sizes
always in stock. Special Sizes made to order on
short notice. Lowest Prices.

"THIRSO" Tumblers



ONE OF WHITEAWAYS STANDARD VALUES.
THE "THIRSO"
Etched Tumblers. Good Belgian glass, ½ pint-size
3 patterns to select from
STANDARD VALUE \$2.50 DOZEN.
PRICE

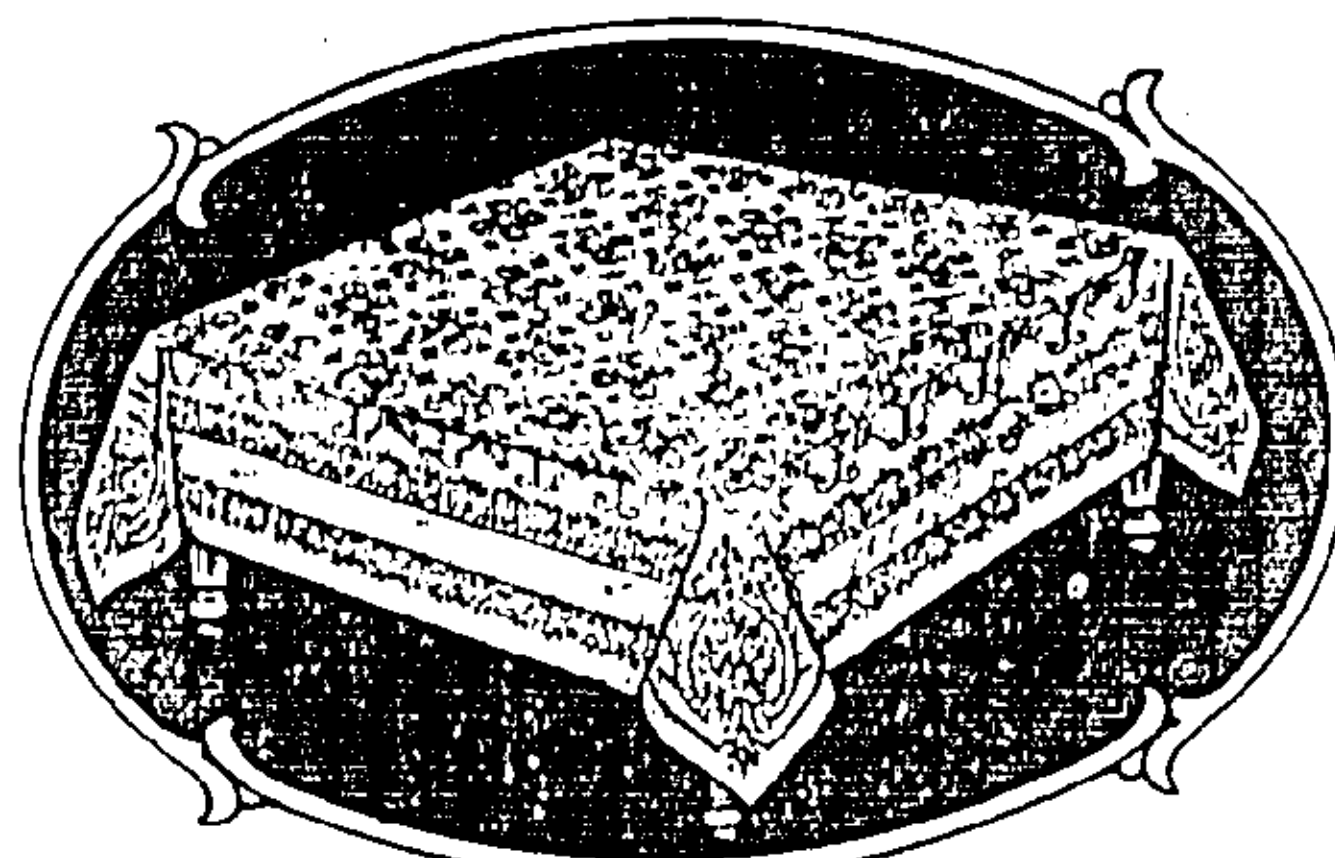
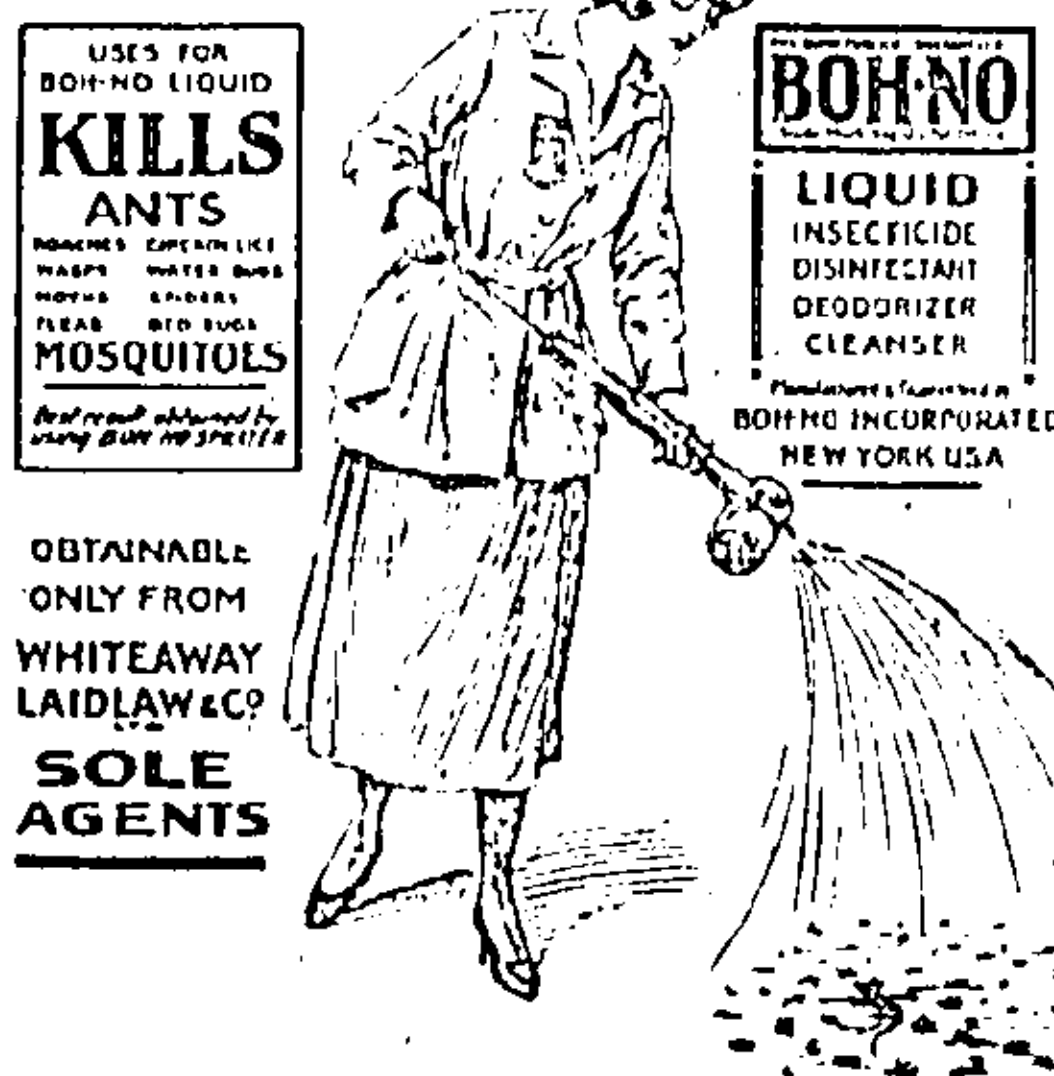


TABLE LINEN

A full range of Table Linen Tea Clothes and Tray
Clothes always in stock is both Linen and Cotton.
Our Mercerised Table Linen is really Special Value.

"BOH-NO"



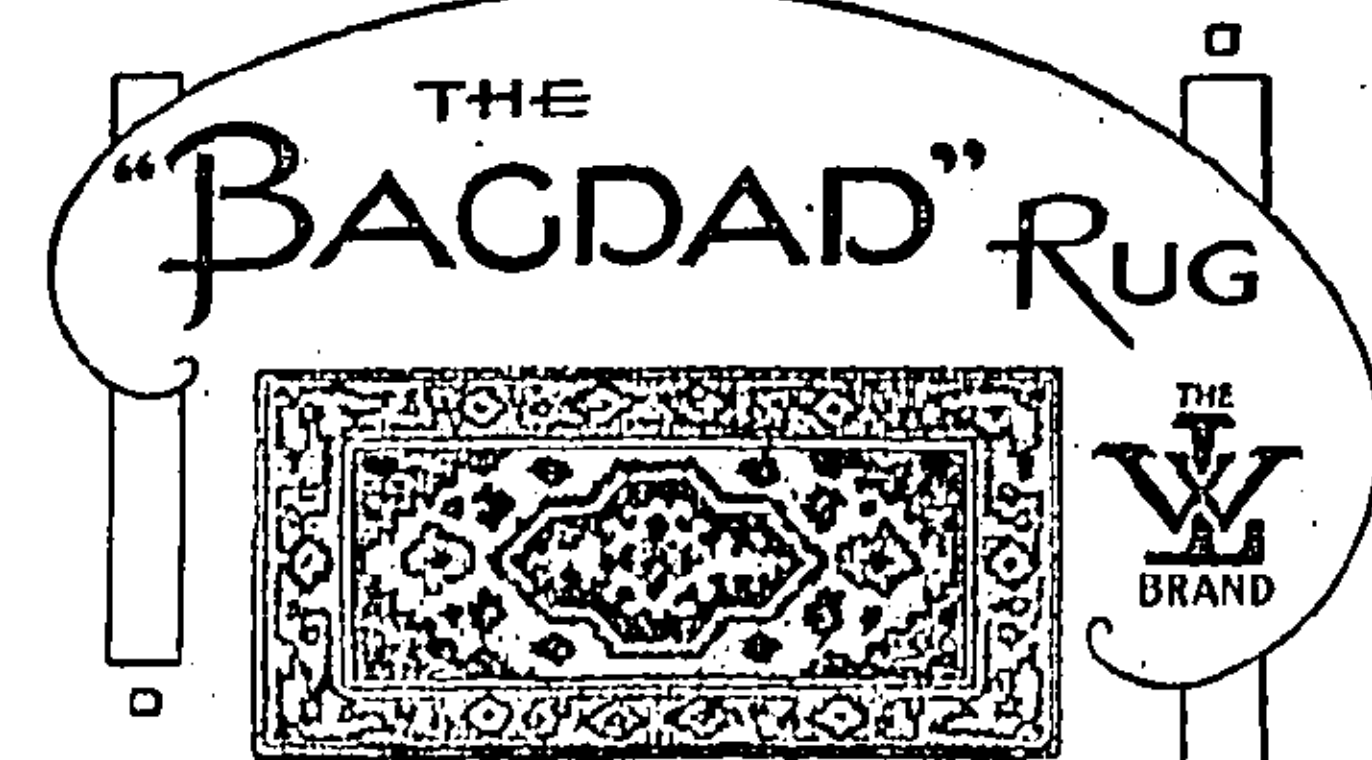
"BOH-NO"

The New Cleanser disinfectant and insecticide.
Will quickly kill Mosquitoes, Ants, Moths,
Cockroaches bugs and all other pests of a like nature.
Also a good disinfectant and cleanser.

Pint	Quart	½ Gall	Gall
\$1.25	\$2.00	\$3.25	\$5.50

BOH-NO GUNS

75 cts. and \$2.25 each.



ONE OF WHITEAWAYS STANDARD VALUES

THE "BAGDAD" FLOOR RUG

An excellent rug for bedroom or dining room use,
attractive and hard wearing. Reproduction of fine
Eastern and Axminster Rugs in designs and colour-
ings to suit almost any room.—Size 54 x 28".
STANDARD VALUE \$3.50 EACH.
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"UTILITY" DAMASK NAPKINS

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napkins, especi-
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ed for us from
the strongest
cotton thread,
will wash and
wear splendidly.
The Damask is
fully bleached
and the mercer-
ised finish is quite
satinlike in
effect, woven in
neat floral and
spotted designs
with neat border.



STANDARD VALUE \$4.50
PRICE

PER DOZEN.

SPECIAL
DISPLAYS
FOR
EASTER
WEEK
IN
ALL
DEPTS.
CALL
AND
INSPECT.



TAKE THE LIFT
UPSTAIRS
AND
SAVE
MONEY.

Stairs
SAVE
you
CASH



REAL CREAM
DELICIOUS
with
FRUIT
SALADS

WOMEN'S INTERESTS

SAFE CREAM
Because
it's
STERILISED
and
GERM FREE



The annual ball of the *Beaux Arts* in New York was the usual glittering affair. Society, the arts, the theatre, the general public—all were represented at the most elaborate entertainment of New York's winter season. Among those present were (left to right) Laurette Taylor, star, of the stage, as *Pierrot*; Mrs. George Brokaw, a leader of the *Four Hundred*; Grace Moore, another one of Broadway's scintillating lights.

YOKES ARE RETURNING.

Many of the newest frocks are being finished with narrow girdles or half bolts set across the back, which indicate a return to the normal waist-line.

Yokes are coming in for a good deal of attention, and one finds them used on bodices and skirts, their use in the latter instance often helping to retain a slim slender line, even when the frock terminates in a wide godet flare hem.

Pocket trimmings are also returning to favour, and form an important addition to some of the smart models. Braid trimmings of the narrow variety are also to be seen, as braids and buttons are now being used instead of embroidered by some of the most exclusive dress designers.

It is noticeable that in place of the long, tight-fitting sleeve, to which we are just beginning to accustom ourselves, the sleeve of the present type, cut on rather loose lines and caught into a tight-fitting wristband of narrow proportions, is an innovation that has come to stay. Some experts declare that these are but the forerunners of sleeves of the old balloon type, as already puffs are beginning to make a very definite appearance.

THIS WEEK'S RECIPE.

FIG AND ORANGE JELLY.

One and one-fourth cups chopped figs, 1½ cups fig juice, ¾ cup sugar, 2 tablespoons granulated gelatin, juice 1 lemon, 1½ cups orange juice.

Cook figs in water until tender. There should be one and one-half cups of liquor when the figs are done. Heat sugar and fig juice. Soften gelatin in four tablespoons cold water. When sugar and fig juice are boiling add lemon and orange juice and bring to the boiling point. Remove from the fire and stir in gelatin. Stir until gelatin is dissolved. When beginning to jelly add figs cut in small pieces. Turn into mold and let stand until chilled and firm. Serve with whipped cream.

SHOE FASHIONS.

Every inch fashion subtracts from the hem of our garments adds to the conspicuousness of our footwear.

If a skirt considers its active service over when it has come within 16 inches from the floor, we must bridge the gap between floor and flare with something interesting in the way of silk and leather.

And here spring fashions have been obliging. Pumps are more attractive and much simpler than they have been in years. Stockings have become standardized in colour and the choice narrowed down to beige shades, gun metal or black and all bizarre effects are strictly taboo.

Kid of a very soft, supple quality is the favourite material for pumps. For daytime brown and beige place are in the lead.

That kid has been able to put the patent leather pump second in the running is probably due to the fact that it is available in such a wide range of shades, and because it is lighter in weight and consequently cooler looking for spring.

There are no elaborate cutout designs or intricate strappings this year. There is the plain opera pump, with or without a buckle, with medium heel and medium vamp, the one or two eyelet model with the ribbon tie, the old-fashioned type of oxford that buttons or laces over the instep, and the one or possibly two-strap model.

For sport and street one finds fancy leathers like lizard or alligator skin cut on very plain lines and suede or buckskin conservatively combined with plain leather of the same shade.

For afternoon black and white are combined very successfully and there are many white kid models trimmed with leather to match the gown. Bronze kid has returned to favour and black satin and blond satin are practically staples.

For evening there is considerable latitude. Silver and gold kid are most popular with brocades, trimmed with plain gold or silver, and velvets and coloured satins also in evidence.

Buckles are of all sizes of leather or wood as well as of cut steel or brilliants.

And whereas our shoes will be the most conspicuous item of our costume this season, they really must not seem to be noticeable in the sort of perfection that the smart woman of 1925 seeks.



Here we have Norma Shearer, Canada's contribution to the charmed circle of womanly beauty. Her beauty and charm is threatening the reign of that other beautiful Canadian, Mary Pickford.

ORGANDI DANCE FROCKS.

Dance dresses of pastel-shaded organdi muslin are now being shown by exclusive dressmakers. The revival of the muslin party frock suggests that rumour may be right in saying that the girl of the immediate future is to be a model of demureness.

Organdi is one of the most delightful materials for making frocks of the "sweetly simple" and picturesque styles. At Ascot last year it was considerably worn, and since we are wiser than our grandmothers in having invented an uncrushable organdi, it will certainly make many dance dresses this season.

A girl's dance dress, made for the Riviera, was of pale mauve organdi, with a crossover "baby" bodice and a swathed waistband of softest pink and blue ribbons.

TRIPLE EARRINGS.

Will men wear earrings? Such was the question asked in all seriousness by a woman the other day, when brighter dress for men was being discussed. Whether men do or not—and one prays that they may not—the fact stands out that the earring fashion among women is more pronounced than ever.

Some astounding styles are now in vogue, and frank ideas have "caught on" with some women. A single earring worn on a woman's prettiest ear is quite frequently to be seen, and triple earrings make the very latest notion. With those, one earring is worn on each ear and one is worn dangling from the centre of the front of the hat. Mascot earrings, especially made in the form of little Eastern gods, are also being worn.

DECORATIVE GLOVES.

The latest gloves are simple, one-button affairs, or else are devoid of buttons altogether. These latter models have long straight wristlets, which are intended to wrinkle about the wrists. However, to compensate for such severity, the gloves are preparing some very pretty gloves and bag sets for the Riviera season. Some of those show gloves with short gauntlets embroidered in point de Beauvais and a small purse embroidered to match. Other gloves have turned-back gauntlets lined with a bright-coloured silk; a pocket in this lining holds a tiny crepe de Chine or mousseline de soie handkerchief embroidered in one corner with a motif in point de Beauvais. Gloves of this elaborate type also have a handbag to match.

SPORTS DRESS.

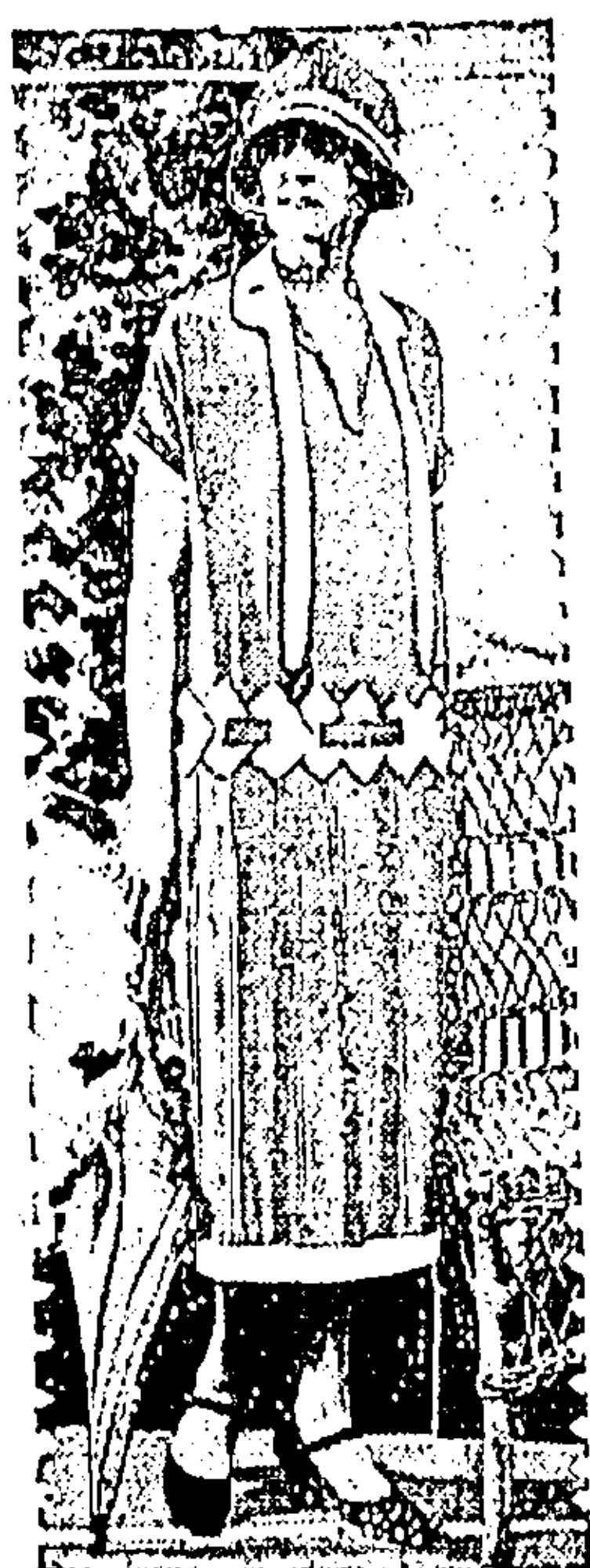


This very springlike sport dress is made of black and white printed crepe de Chine with collar and cuffs of white crepe de Chine outlined with black and a narrow black belt. The front of the skirt is finely pleated, and pleated sections are inserted in the sleeves.

A HAIRDRESSING ECONOMY.

Women who have have had their hair shingled usually find that they have to spend more money than they expected on keeping the hair trim. It is not only a question of cutting or even of waving, the hair has a most trying habit of getting out of place and refusing to keep the line which is most becoming. If the hair can be kept in position during the night naturally it

BELT IS RARE.



The costume that has a belt these days is rather rare. This one uses squares of white crepe de Chine pieced in blue with embroidered slits through which a blue ribbon passes. The rest of the costume is blue crepe de Chine bound with white.

will look its best next day. A special silk net has been invented for wearing at night time to keep the hair tidy. The net fits round the head as fashion, and is bordered with ribbon. This border is continued on either side into strings to tie under the chin, so that the effect is one of a light bonnet cap.

VOGUE OF COLOURED WIG.

One of the signs that the rage for shingled hair is annoying the coiffeurs is their renewed attempt to launch coloured wigs.

So that they shall make an entirely new appeal, not to be confounded with any previous attempt, these new wigs are all made of materials that make them look as artificial as possible; and they are chosen in colours that belong to anything rather than to hair.

Heavy silk floss wigs are the most usual; tow, exactly like the dry, unpleasant-looking substance that once decorated the heads of our dolls in childhood days, is another medium which coiffeurs are using, whilst, for those who prefer brilliant effects, there are wigs made of drawn silver and gold and other metallic substances. The popular colours are violet, silver, yellow, lettuce green and even a pink.

Linenettes are creating dresses that will harmonize with the wigs. One lovely model was seen in silver finished with great bows of black velvet designed specially to be worn with a beautiful wig of silver floss.

The methods of dressing these wigs vary. Sometimes severe, formal lines are adopted, at others elaborate curls and puffs of the eighteenth century. Dress-makers alike are advocating coloured wigs for women who are rather devoid of natural colours themselves as a means for introducing colour into a black or white ensemble or else for completing a general scheme of colour harmony.

ITEMS OF FASHION NEWS.

A fashionable jeweller is showing sets of very narrow silver bracelets for evening wear, some are quite plain, others are bevelled—in fact, very like the bracelets of our childhood.

The smartest women have adopted sprays of velvet tiger lilies and maidenhair fern to wear with their furs or muffs.

Girdles and bolts of all kinds are seen. The latest are made entirely of beads with long fringe ends, sometimes they have a little matching collar, with a tassel of beads in the front.

Cestrich feathers are enjoying a vogue in tailoring. They are used to ornament jackets, coats and luxury piume covers.

A set of pale pink knitted silk was trimmed all the way round with a narrow feather fringe, and even the shoes had an edging of feathers.

Dress-makers have realised the fragility of the beautiful silken diamonds powdered flowers ornamenting the latest dance dresses, and we find the latest models with trimmings of the more durable shell flowers.

A pretty hair ornament that is gaining popularity is the narrow band of tissue studded with sparkling stones and worn very low on the forehead; lace is also being worn round the head, some lace head-dresses are almost turbans with swathings of tissue.

FROM CHILE.

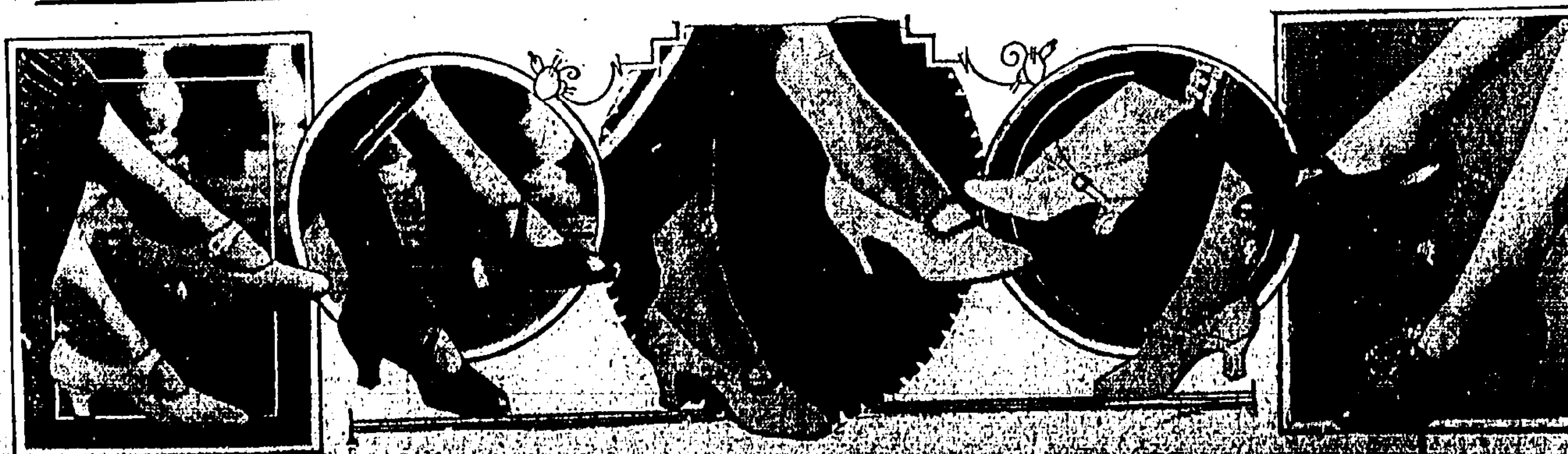


Christina Montt, who won Chile's nomination as 1925's most beautiful girl. She's the granddaughter of a former Chilean president.

LUXURIOUS WATCHES.

Wrist-watches, unless they are of diamonds and precious stones, are quite out of fashion, for watches are now worn suspended from a chain like a pendant, in a big ring on the index finger, or concealed in a locket. Some women have a little enamel or jewel encrusted fob peeping from their pockets.

THESE WILL BE THE MOST POPULAR STYLES OF SPRING FOOTWEAR.

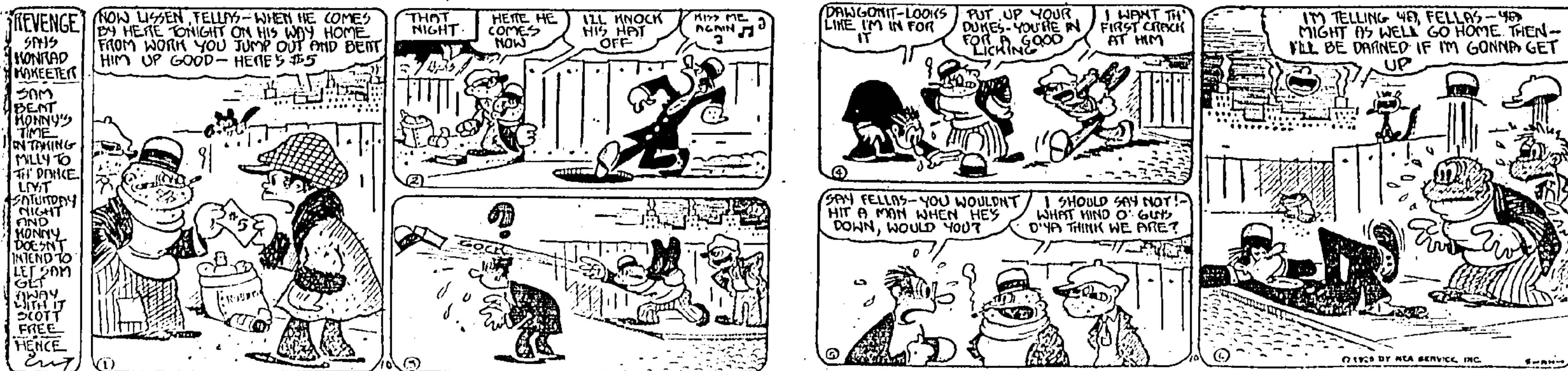


A PAGE FOR THE KIDDIES.

SALESMAN SAM

A Man May Be Down, But—

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you fall a ready victim to colds and chills. The energy and extra nourishment you need are yours—in every spoonful of genuine



Scott's Emulsion
It brings health to all.

MOM'N POP

Mom Changes Her Mind

By Taylor



FUNNY STORIES.

KEEPING A SECRET

Pog—I'm engaged. Don't tell Mary—Marvellous. Who's that I tell first?—Cornell Widow.

THE BUSY EXECUTIVE
"What are you doing now, Bill?"
"I'm plant manager for old Skidrox."

"Plant manager? What do you have to do?"
"Water the geraniums."—Life.

IN 1975
First Broadwayite—That actor is in soft.
Second Broadwayite—How come?

First Broadwayite—He has one of those inheritance roles in Abio's Irish Rose, bequeathed from father to son in perpetuity.—Life.

FOR MOVE ACTORS?

Customer.—What is your price per gross on engagement rings?
Wholesale Grocer.—Are you going to open a store or are you a movie actor?—Life.

ROUND HANDKERCHIEFS.

"Your handkerchiefs are round, professor. Why is that?"
"I used to tie knots in the corners to remember things, but this is my wife's plan to cure me of the habit."—Der Brummer Berlin.

NEEDLESS INSTRUCTION.

"Daughter.—Our domestic science teacher is teaching us how to spend money.
Father.—He might as well teach ducks how to swim.—Answers.

CANT TELL YET.

Stoneloigh.—What kind of people are your new neighbors?
Strand.—Can't say yet. I'm going to ask them for the loan of their lawnmower this afternoon.—Answers.

SEATS WERE POOR.

"How were your seats?"
"Rotten, couldn't see a thing."
"Ours were worse than that; nobody could see us."—Yorkshire Evening Post.

HE HAD VISION.

Toommy in Toyshop—I would like that engine, but I know father won't let me have it. Could you put it away for me until I get the measles or something?—Vikingsen Oslo.

THAT SETTLES IT.

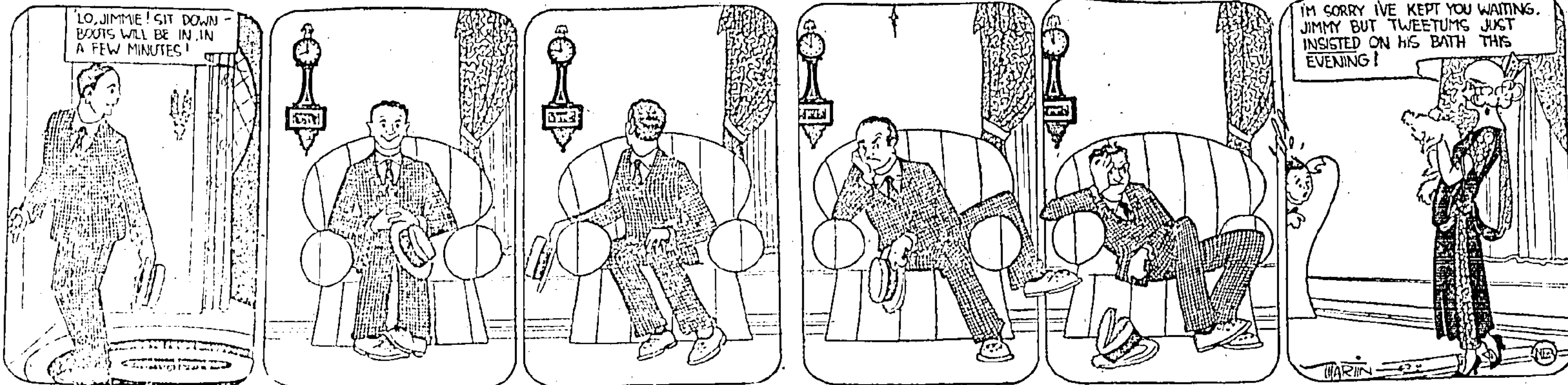
"Doctor, you are quite sure that my eyes are all right; that one leg is not shorter than the other and that my heart, lungs and stomach are O. K."

"Absolutely."
"Then that blamed professional has sold me a dud golf club."—Passing Show.

BOOTS AND HER BUDDIES

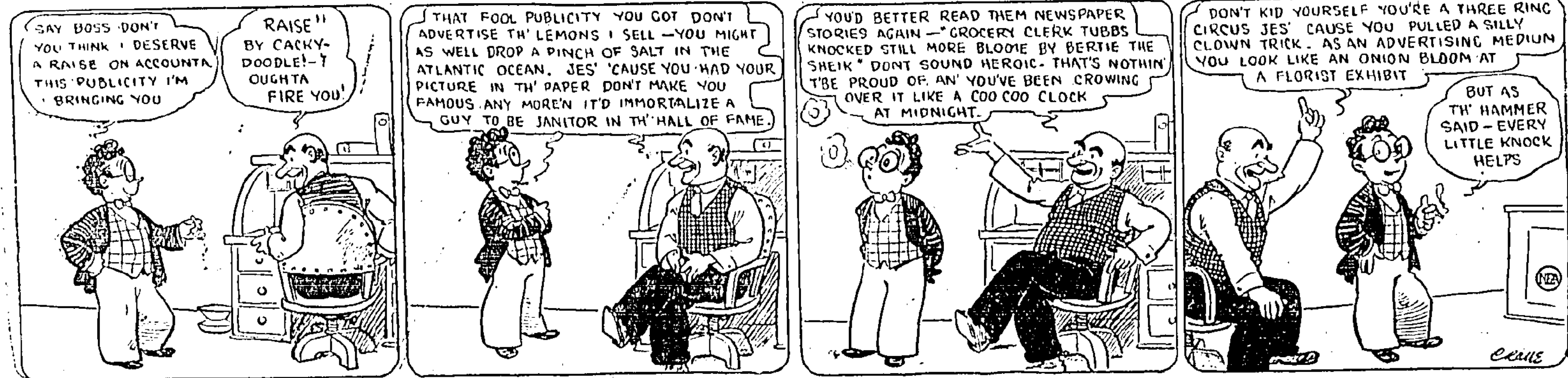
Words Don't Express It

By Martin



WASHINGTON TUBBS II

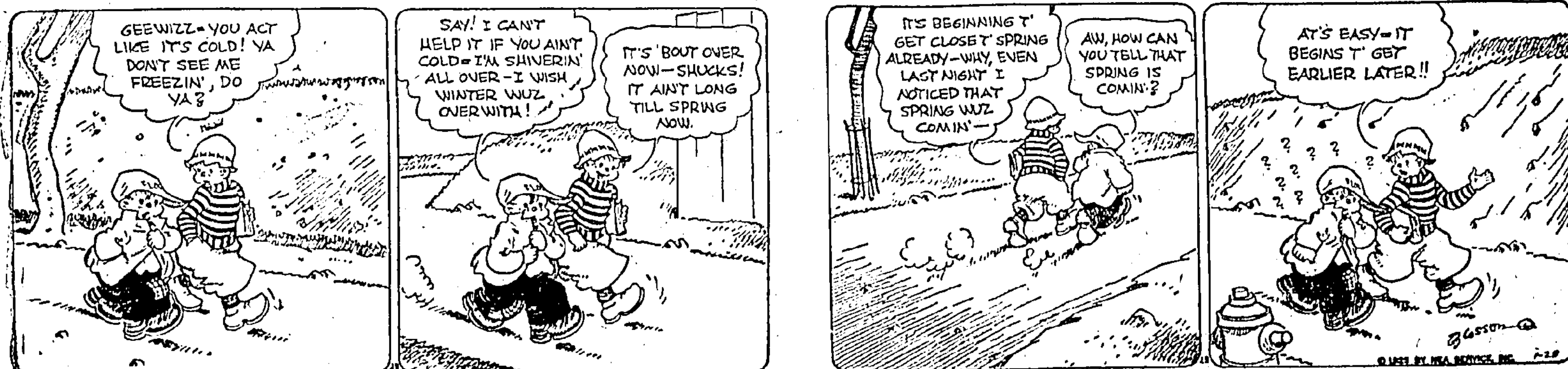
By Craze.



FRECKLES AND HIS FRIENDS

Too Deep for Alek!

BY BLOSSER



DRINK
MALTED
MILK



BE SURE
IT'S
NESTLE'S

LOCAL NEWS PICTURES.

Kowloon Wedding; "Gondoliers" Lady Principals.



This is the bridal group at the wedding of Mr. A. E. Farroll and Miss Marjorie Joy, which took place at St. Andrew's Church, Kowloon, on Tuesday last. (Photo: Ming Yuen).



Above are seen Mrs. Neil Mathieson (left) as the Duchess of Plaza-Toro in the Philharmonic Society's production of "The Gondoliers," and (right) Mrs. L. C. F. Bellamy as Casilda. (Photo: Ming Yuen).

THE LAW'S PIT FALLS.

AN ILLEGAL INDICTMENT.

Washington, April 3. The Government's efforts to secure a criminal conviction against Mr. Fall and the oil magnates who negotiated the celebrated western oil land leases with him, encountered a serious set-back to-day, when all the indictments were thrown out by the court on the ground that the presence of the Assistant Attorney-General in the grand jury room, where the indictments were being drawn up last summer, was contrary to law.—*Reuter's American Service.*

PRESIDENCY CANDIDATE.

Berlin, April 3. A joint conference of the Centre, Democrat and Social Democrat parties has nominated the ex-Chancellor Doctor Marx, as a candidate for the Presidency.—*Reuter.*

FAMOUS SINGER'S DEATH.

Nice, April 3. The death has occurred of the famous operatic singer Jean de Reszke.—*Reuter.*

BELGO-DUTCH NAVIGATION.

The Hague, April 3. The Belgo-Dutch navigation agreement has been signed.

SHIPPING CLAIM.

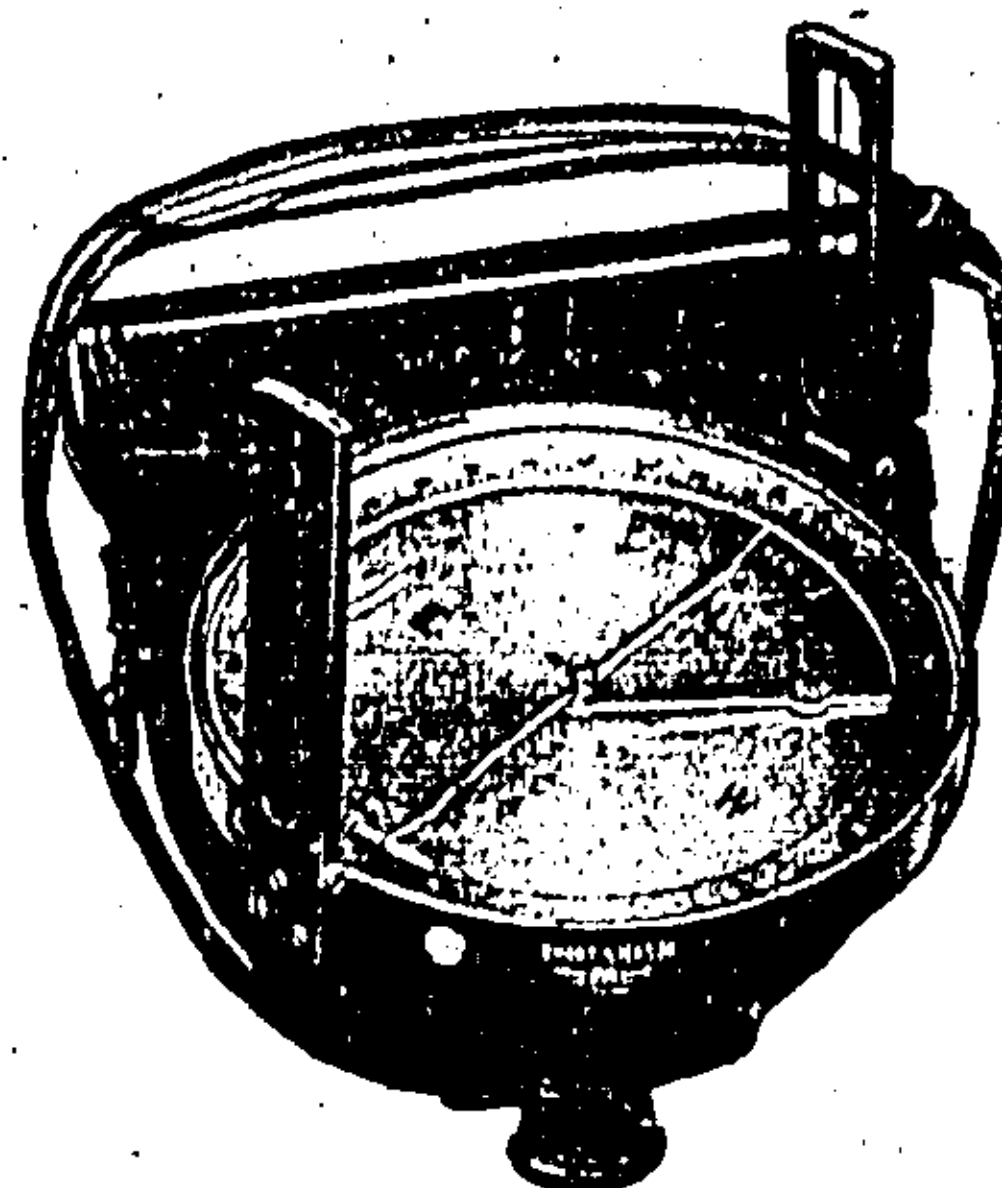
FOR WAGES DUE.

The master, engineer, pilot, and other members of the crew of the *Lee Loong*, a vessel which has been lying idle in the Harbour since December 27th, were plaintiffs in an *ex parte* action heard at the Supreme Court this morning, the claim amounting to \$3,837 for wages due. Mr. H. S. Fitzroy, instructed by Mr. Leo d'Almada, appeared on their behalf, and stated that the master had not been paid since September of last year, the engineer since October last year, and the other members since similar dates round about that time. They had been living on board ever since. The master had interviewed the Hongkong agents, the Hung Hing S.S. Co., at their office in Des Voeux Road Central, and had been told that everyone would be paid in due course. The case is proceeding.

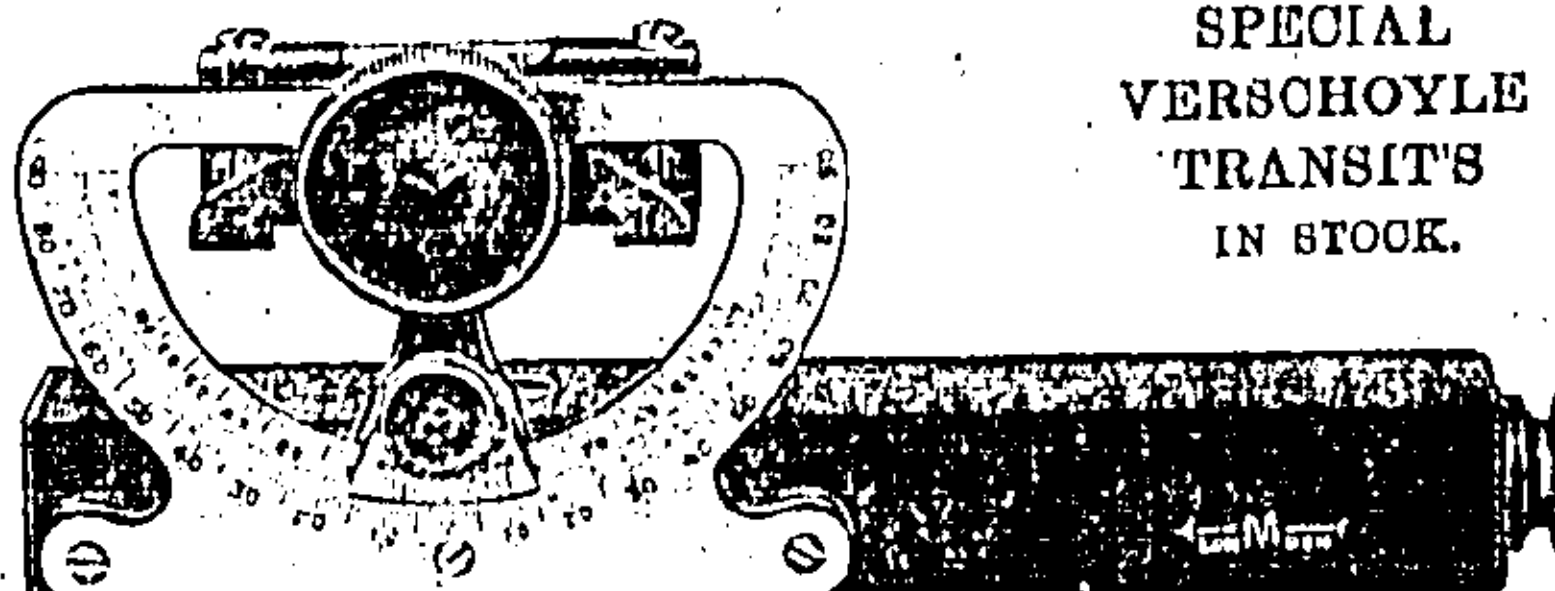
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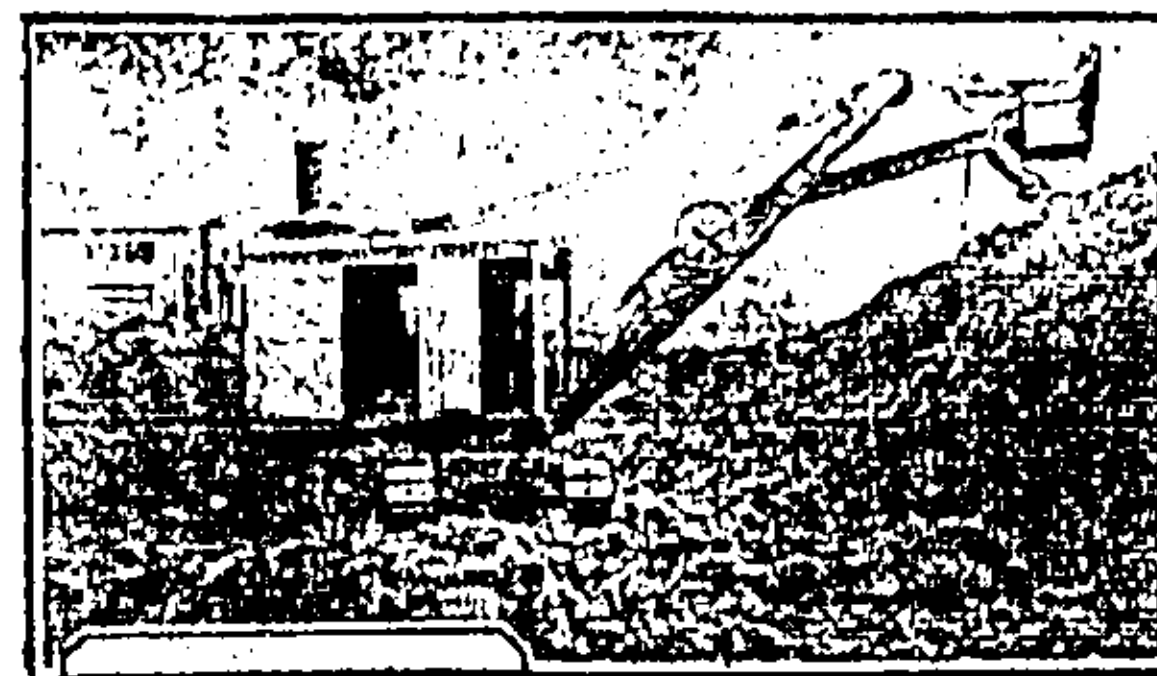


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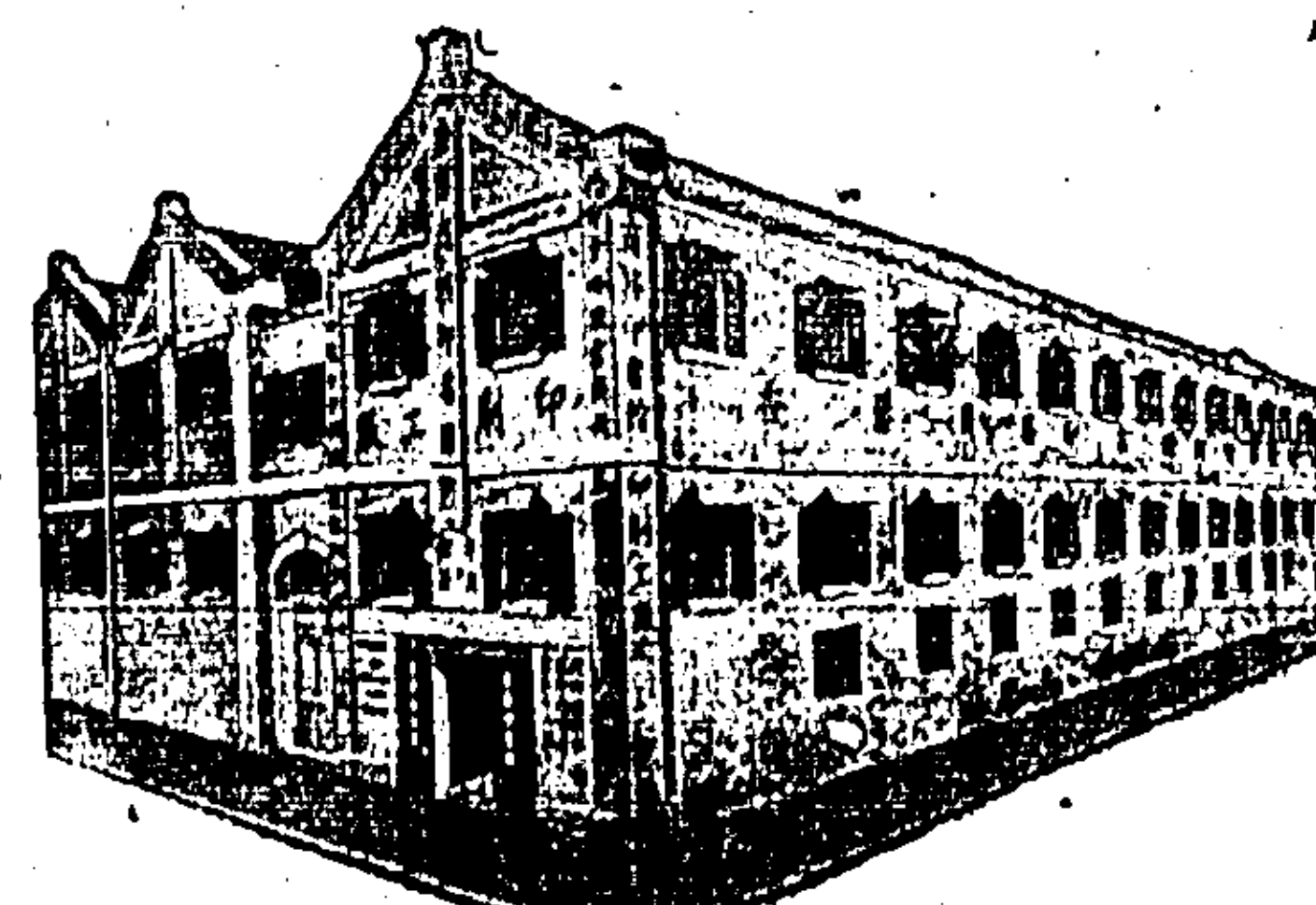
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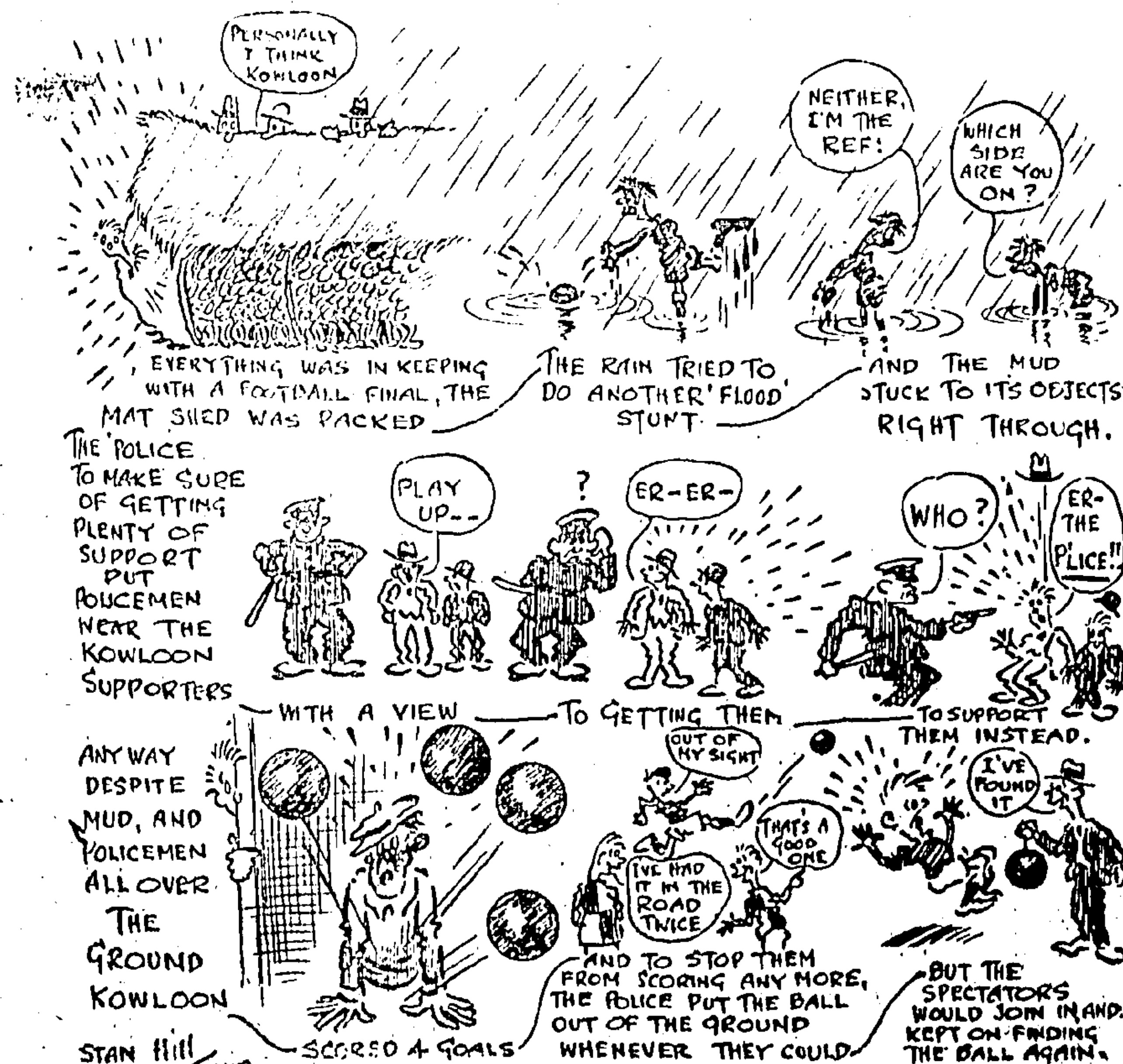


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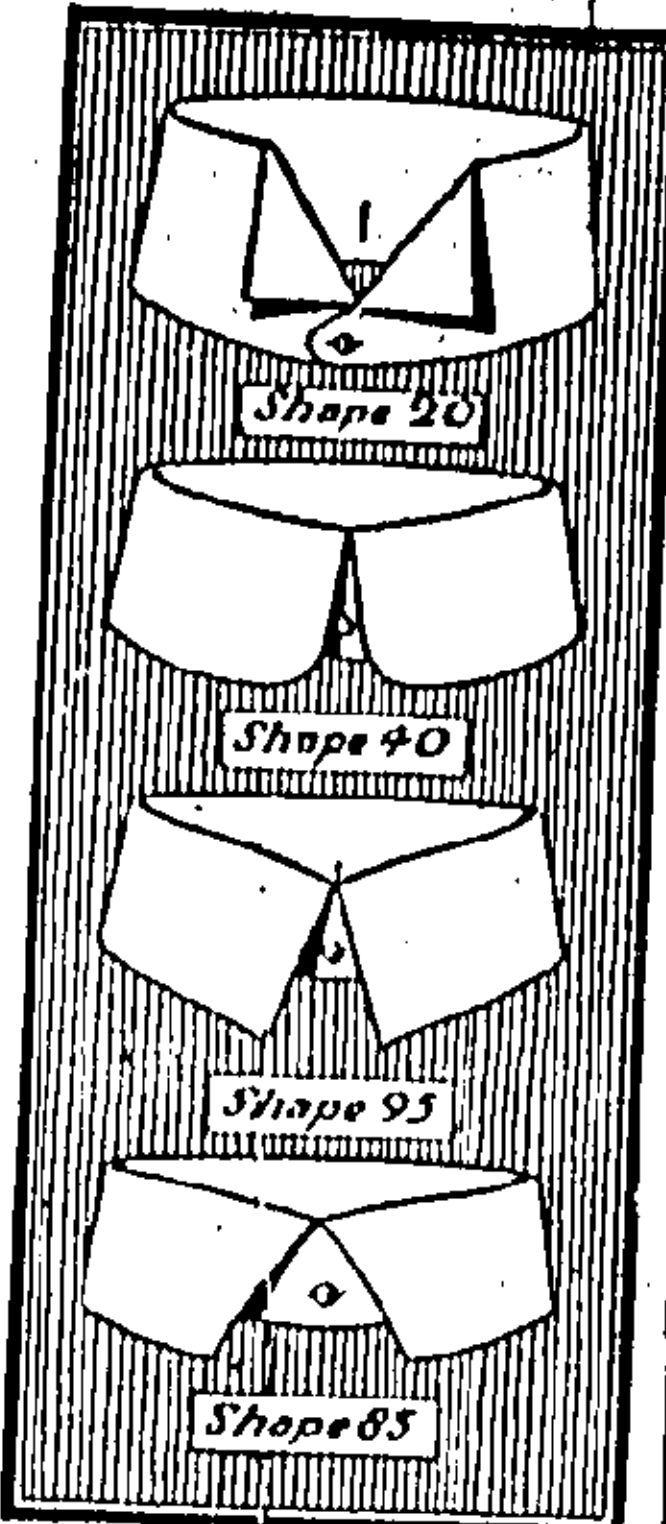
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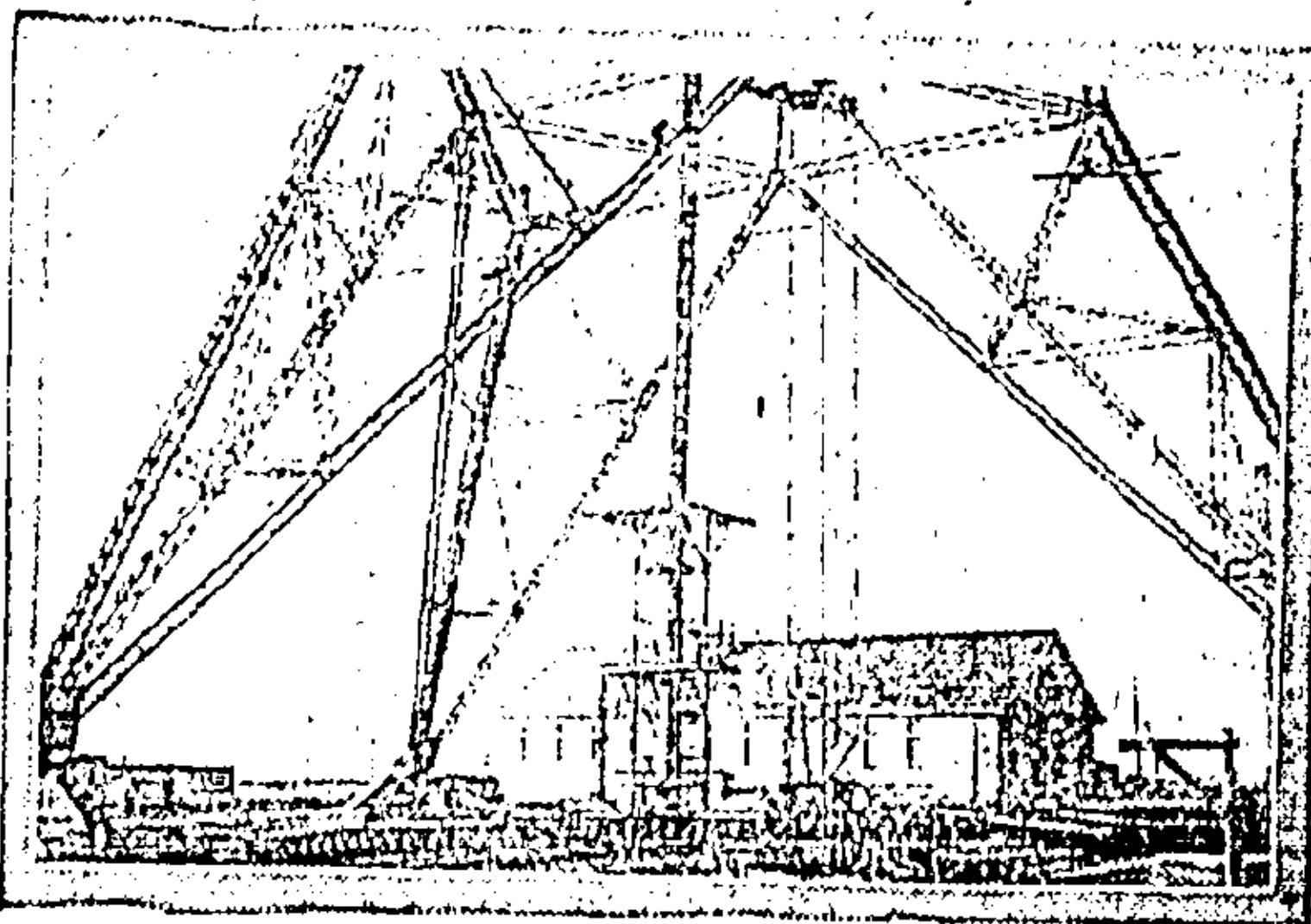
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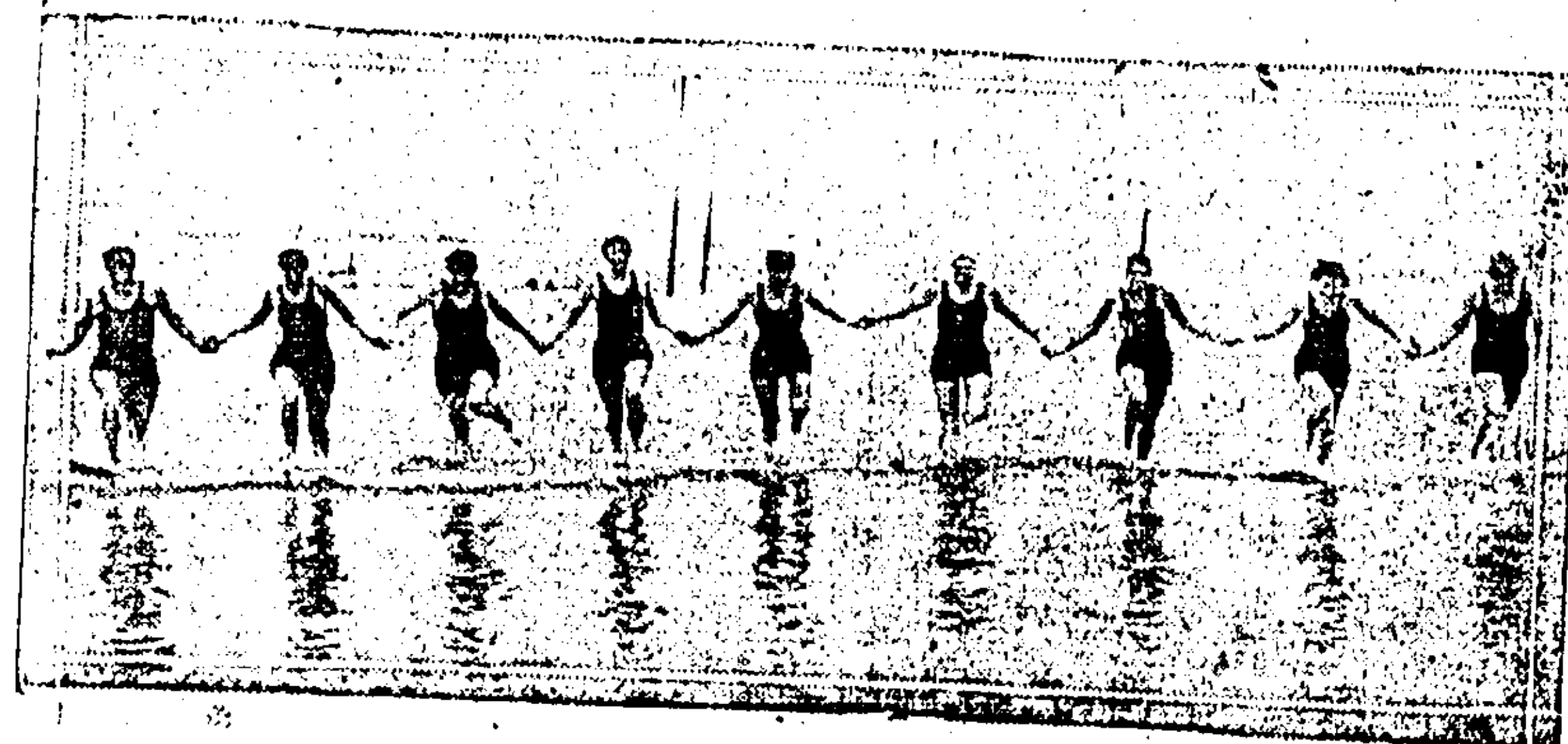
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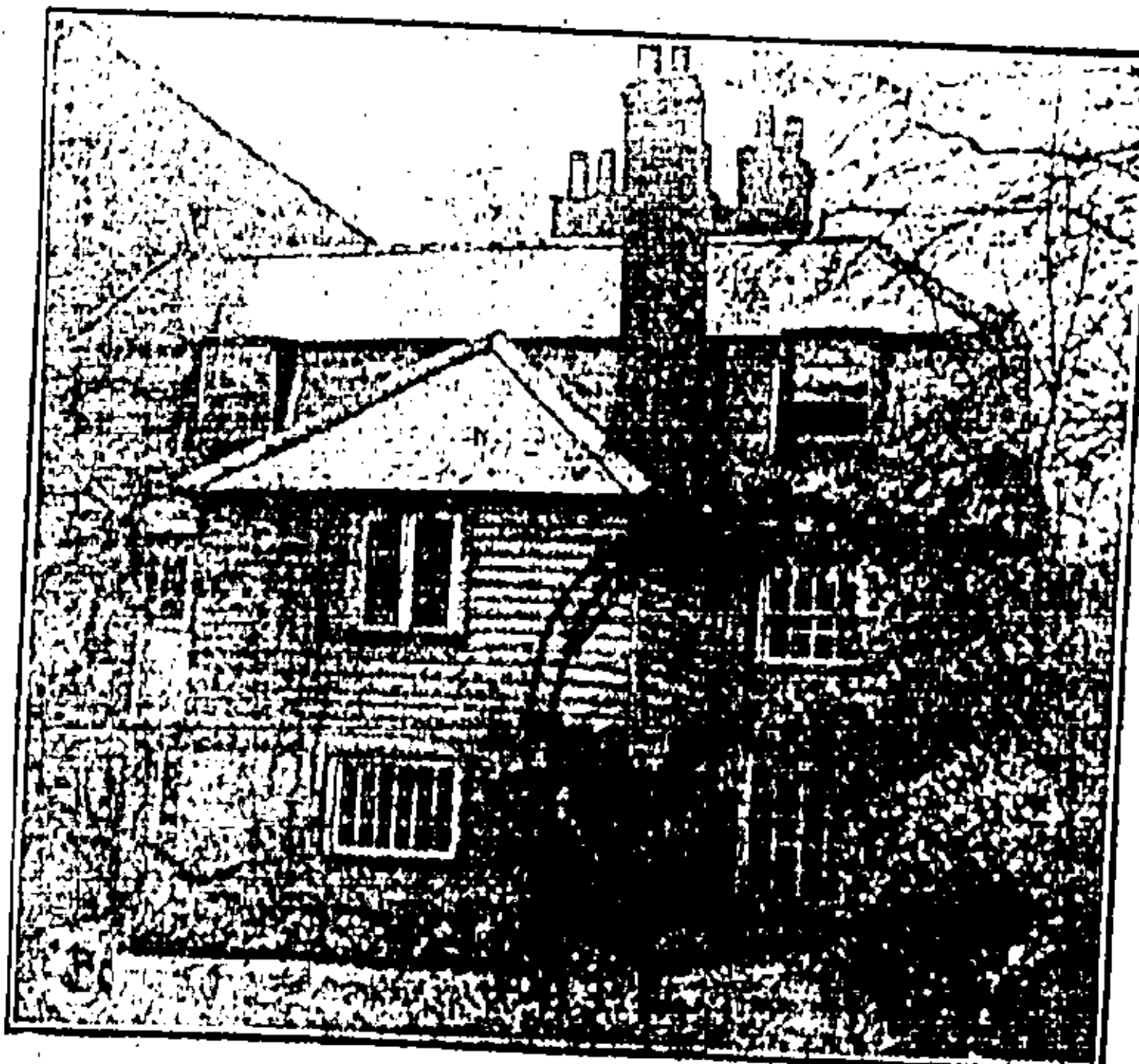
THE CAMBRIDGE CREW.—Here are the Cambridge crew at practice at Coring. The names are:—G. E. G. Goddard (bow), W. F. Smith, H. R. Carver, J. S. Herbert, G. H. Ambler, G. L. Elliott Smith, S. K. Tubbs, A. G. Wansbrough (stroke) and Brown (cox). "The Times" copyright photograph.



HUGE MAST.—The antenna mast that is being built at Koenigsusterhausen, Germany, for the powerful broadcasting station there, is going to reach 630 feet high. The size of it can be imagined from the picture of its base, above.



HAPPY BATHERS.—Of course, this pretty picture was taken in Florida. Those girls are Olympic swimmers.



LAMB'S COTTAGE.—Charles Lamb's cottage in Church Street, Edmonton, is to be sold by auction, if a private sale has not been completed. Our photograph shows Bay Cottage, as it was known in 1834, when Lamb died. "The Times" copyright photograph.



LEE WHITE.—Another happy picture of Lee White.



CHILLY.—King Gustaf of Sweden puts on his felt boots and heavy overcoat and braves the cold. This picture shows him in the royal box of the Stockholm stadium at a winter sport carnival.



THE OXFORD CREW.—The Oxford crew during a burst of rowing at Henley. The names are:—D. C. Bennett (bow), C. E. Pittman, E. C. T. Edwards, W. Rathbone, F. G. J. Mower-White, J. W. D. Thomson, G. E. G. Gadsden, A. V. Campbell, (stroke) and R. Knox (cox). "The Times" copyright photograph.



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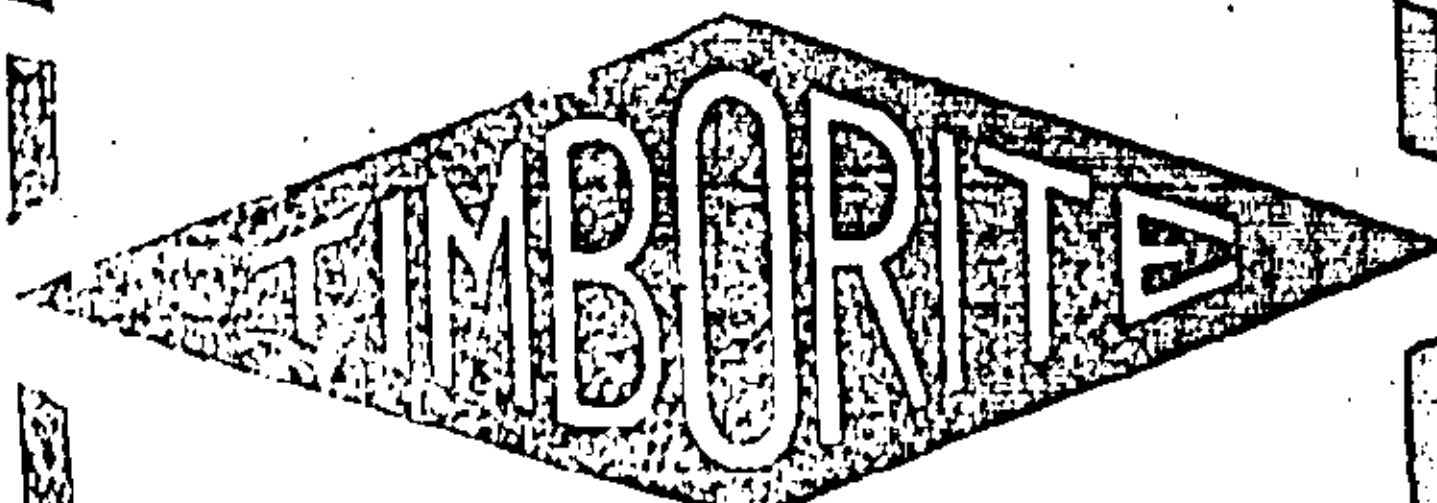
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Radio Notes & News.

The Wireless Bill Controversy Continues.

Sir Oliver Lodge writes to the Times:

As president of the Radio Society of Great Britain, I must ask for space to emphasize the objections of a large constituency to the proposed Wireless Bill in its present form. That the newly acquired power of broadcasting needs regulation is obvious: that amateurs who make use of the broadcast programmes should be called upon to pay something for the privilege is entirely reasonable, but that experimentation and fresh advances should be hampered by a Government Department is neither desirable nor, I suppose, really desired. The whole subject is novel in a sense, and the enthusiasm of some amateurs has led them to devote to it a great amount of time and skilled attention, whereby results have been attained which could not have been arrived at so quickly in any other way. After all, the ultimate receiver is the human ear, and it surprises us elders to find what the youthful ear is capable of. Youth picks up something infinitesimal, and then proceeds to magnify and develop it, by the port of genius which arises from continuous and affectionate thought.

For instance, my broadcast talks have been heard in the Sudan, and on February 19 I got a letter from an amateur in the Transvaal showing, with confirmatory details, that he has picked one of them up there. Moreover, the highly skilled reciprocal transmission between amateurs in England and New Zealand, using remarkably short waves and small power, has already been made public through the Press. Such results amount to discoveries, and are hardly likely to be reached in the course of ordinary professional work. So amateur experimenting should be fostered rather than discouraged. Why, then, is the proposed Bill feared? Not for anything that lies on the surface, but because it confers on Departmental officials the practically unrestricted power to make Regulations, which after the lapse of certain days shall have the force of law.

In the interests of young explorers I do hope that legislators will give them a decent chance, and reserve the threats of imprisonment for more hardened malefactors.

ELECTRICAL ENGINEERS' LETTER.
The following letter on the subject of the New Wireless Bill has been sent to the Post-master-General by Mr. P. F. Rowell, secretary of the Institution of Electrical Engineers:

"Wireless Telegraphy and Signaling Bill.—I am directed to inform you that the council of the Institution of Electrical Engineers, having had brought to their notice the provisions of the above Bill, which has only been published during the last few days, and being of opinion that there are new provisions in the Bill, as compared with the Act of 1904, which are likely to prove detrimental to the progress of wireless telegraphy, of radio science generally, and of other electrical matters, beg to ask you to defer any immediate further proceedings with the Bill, so that the council may have time to give careful consideration to its provisions, which are of far-reaching importance, and an opportunity of submitting to you their representations thereon.

In view of the urgency of the matter, this letter is being communicated to the members of the House of Commons and the Press."

RADIO SEANCE.

Spirits are Busy.

The announcement that spirit voices from the other world soon might be broadcast by radio was made at a recent meeting of London Spiritualist Alliance, Limited, members of which had assembled to discuss the question, "Is Lord Northcliffe dead?" Sir Edward Marshall Hall, K.C., a noted barrister, presided.

News that efforts were being made to hold seances by means of the wireless was made known to the members of the alliance by Miss Louise Owen, private secretary to the late Lord Northcliffe, who reported that "before long we are going to be able to broadcast the spirit voices by radio." Previous to this announcement Miss

Owen said she had a recent message from Lord Northcliffe for the women attending the meeting and this was that the women everywhere should organize for the purpose of bringing about the abolition of war and "let it be known that they would not bring boys into the world for the purpose of being massacred."

Sir A. Conan Doyle, the Rev. G. Vale Owen and numerous others told of their experiences at various seances when they had communicated with the former well known newspaper publisher. Rev. Owen asserted that four days after Lord Northcliffe's death he had been in touch with him and that five days later a message came saying, "I want to thank you for your prayers for me. They helped me so much."

The principal speaker of the evening was Hannon Swaffer, one of the best known spiritualists in London and formerly in Lord Northcliffe's employ, who recited his experiences, saying that but recently he had been in communication with his former employer for two hours.

In one message Mr. Swaffer quoted Lord Northcliffe as saying: "Instead of holding up Bolshevism, tickle 'em." A later message, according to Mr. Swaffer, said: "Too many advertisements, and leaders too long; this, it was taken, had reference to some of the former Northcliffe publications."

"I hear that Northcliffe has been reaching other circles, and that he is now a slightly different Northcliffe," Mr. Swaffer averred. "He can look down on suffering. He champions the endeavors of the League of Nations. He says that we cannot stamp out Socialism; it is too old and too strong. Northcliffe said, 'I made a mistake about Lloyd George which I regret. I let him own too suddenly.'"

Further, Mr. Swaffer quoted the late publisher as saying: "I am out to stop war before anything. I intend to stop it. I intend to bring about equality for all men, and when every man and every woman is a spiritualist we shall not have to view the struggle between capital and labour."

WHAT NEXT?

Wireless Refrigeration.

We wonder how those of our readers who are sceptical about long-distance broadcasting will take the following extract from an account of the second Radio's World's Fair to be held in New York, in September next:—

"Another feature will be an astounding invention by a Scandinavian expert which threatens to put the ice trusts of all nations out of business. This remarkable contrivance, according to the inventor, will broadcast refrigeration exactly the same as our present day radio stations broadcast musical programmes. He claims that his special receivers, which can be installed cheaply in ordinary cooling receptacles, will entirely eliminate the necessity of ice or modern refrigerating machinery. All the housewife of the future will have to do, if what the inventor says is true, will be to keep her refrigeration receiver tuned in with a central sending station which, in all probability, will be installed and operated by the municipality in which she resides. According to the inventor, households can be supplied with radio-refrigeration of almost any intensity for less than fifty cents per year."

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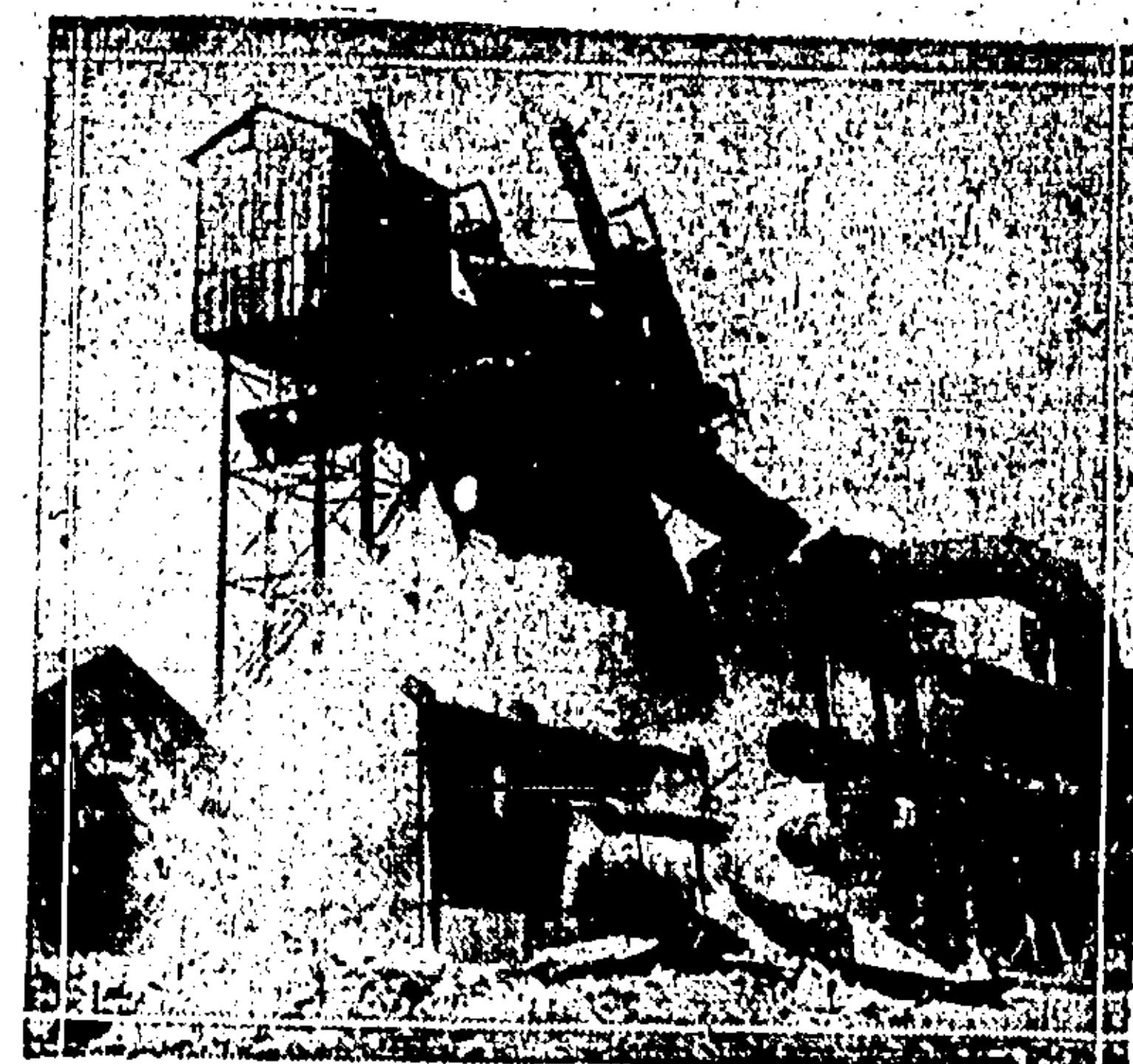
CURRENT PICTORIAL NEWS.



An explosion of gas in the City Coal Mine, at Sullivan, Ind., resulted in the death of 51 miners, trapped on the lower levels. Here are shown rescue teams entering the mine as relatives and friends of the miners crowd around the shaft.



M. Rykof, President of Soviet Russia (the bareheaded, bearded man in the centre) made a personal visit recently to several peasant villages in the vicinity of Leningrad, formerly Petrograd. His tour was not announced as he wanted to study the condition of the people at first-hand.



Twenty-four pounds of dynamite wrecked many tons of steel and iron when the furnaces of an iron company at Troy, N. Y. were deliberately destroyed.



Lieutenant G. H. Smyth, who recently completed a "paddle cruise" from Canada to Rome, is shown leaping from the Invalides Bridge in Paris into the Seine. He twisted the canoe so that it struck right side up and flung himself free of it as it hit.



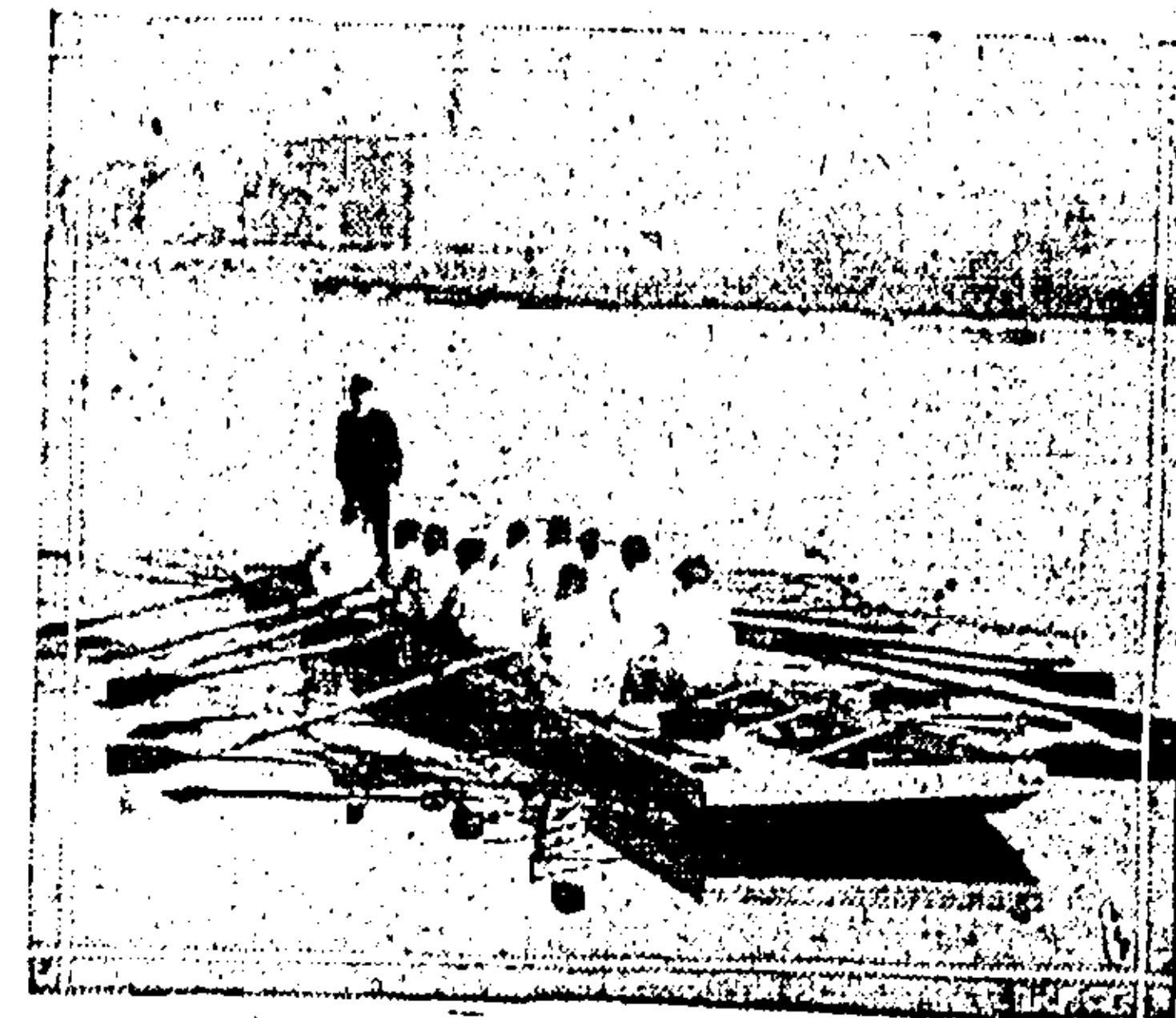
Eamon De Valera who calls himself president of the "Irish Republic," goes before the voters to campaign against the proposed Treason Law of the Irish Free State under which some Irish leaders would try him.



The "blue" and "white" crews of Yale take their first outdoor practice in "Cleopatra," the new barge which permits Ed Leader, the coach, to walk between the rival crews and correct their faults. Photo taken on the Quinnipiac River.



No comfortable desks, just backless benches in the open, serve for the school children of rural Turkey. Teachers come from western Europe and the United States.



Candidates for the Crimson crew (Harvard) had to break the ice on the Charles River to make this first appearance in their barge for spring practice.



In the same week in which America was cast in sorrow over the mine disaster at Sullivan, Ind., 136 miners lost their lives in an explosion at Dortmund, Germany. Here are grief-stricken relatives at the German mine entrance, among them a gray-haired mother of a victim.



This shows the Spanish troops during their retreat in Morocco a few weeks ago. Recently the Spaniards launched a counter-offensive.



President and Mrs. Coolidge as they left the home of Countess Eleanor Gzyoka in Washington after services for the late Senator Medill McCormick of Illinois. The countess is a cousin of the dead Senator.

MEMORIAL TO BISHOP POZZONI.

LOCAL COMMITTEE'S MEETINGS.

The current issue of the Rock announces that the following suggestions have come before the committee which is considering the form of the memorial to the late Bishop Pozzoni:

1. To put up stained glass windows, suitably inscribed, in the Cathedral of the Immaculate Conception, and, if funds be available, to beautify the Cathedral in any other form that may be considered expedient, with the approval of the Provincial Apostolic and his clergy.

2. To erect a Commemorative Tablet in the Cathedral of the Immaculate Conception.

3. To found Burses for the support of Catechists and/or the education and maintenance of seminarians, such burses to be named after the late Bishop.

4. To renovate the Cathedral of the Immaculate Conception.

5. To erect a Tablet over the grave of the late Bishop Pozzoni in the chapel in St. Michael's Cemetery.

6. To found one or more Scholarships, to be called the "Bishop Pozzoni Scholarship," tenable in the University of Hongkong.

7. To establish a fund for prizes for Religious Knowledge, to be presented each year to every Catholic School in Hongkong, and to be named the "Bishop Pozzoni Memorial Prize."

With the exception of No. 4, none of these would be costly; and it is hoped that it will be possible to adopt more than one of the proposals.

NEW U.S. MINISTER TO CHINA.

Washington, April 3. President Coolidge has appointed Mr. McMurtry, the Assistant Secretary of State, as the successor of Mr. Schurman in the post of Minister at Peking.—*Reuter's American Service.*

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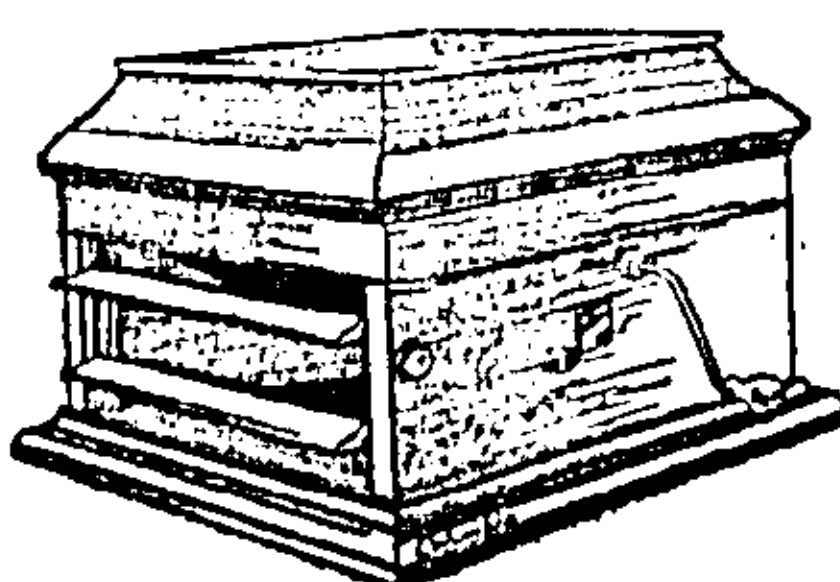
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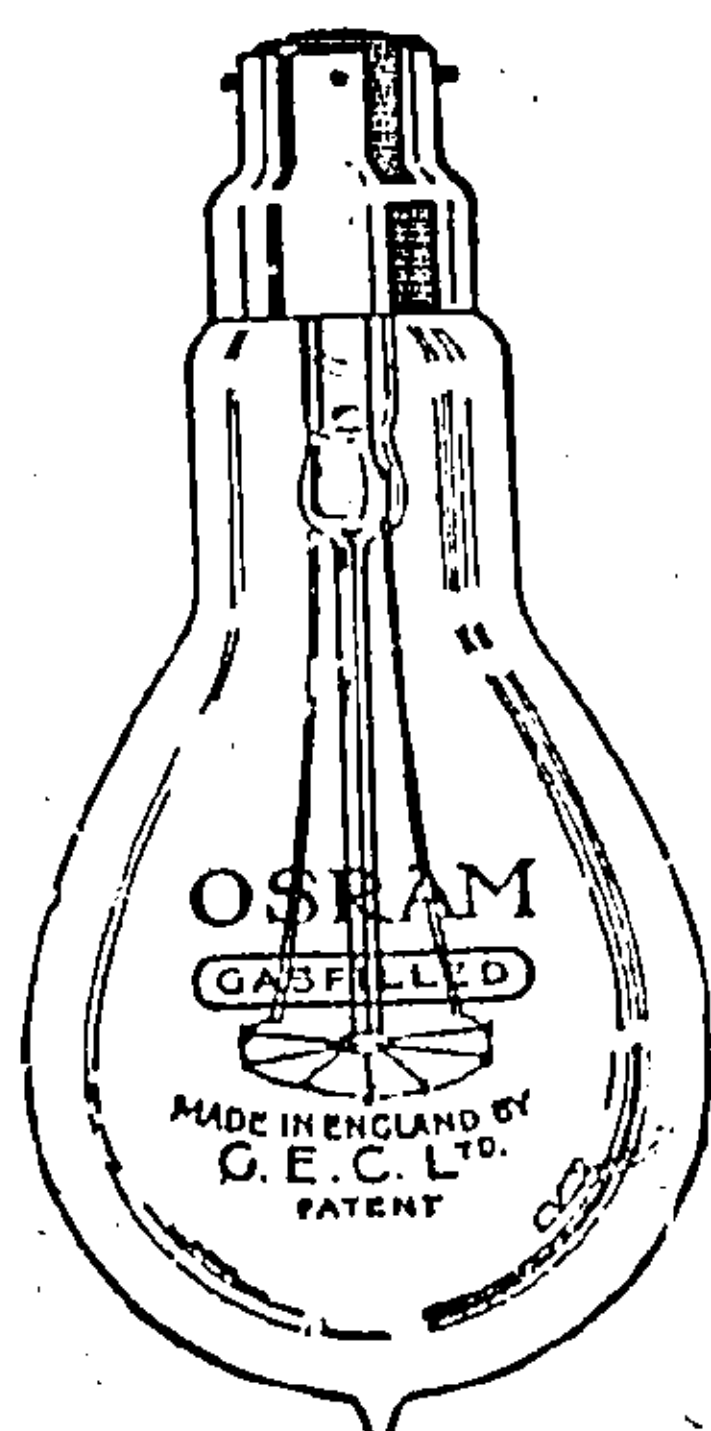
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For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,

Chief Manager.

Hongkong, 7th. January 1925.

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TO-DAY'S MISCELLANY.

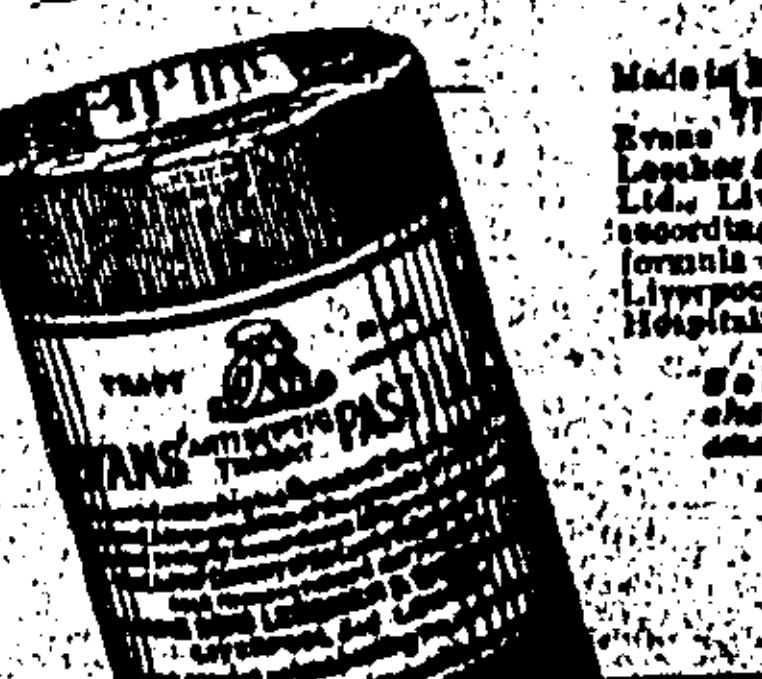
Professor Elliot Smith, in a recent lecture at Tottenham Polytechnic, threw new light on Egyptian mummies. He said that from a study of the conditions under which the mummies were preserved, it had become possible to interpret the motives. Embalming was probably at first employed with the aim of rendering the dead person's body imperishable, under the idea that the continuation of his existence might thus be established, and that he would thereby attain the immortality which distinguished a god from a mortal man. The earliest god of whom any record had survived was the dead king Osiris. The lecturer put forward the claim for a close connexion between the art of mummification and the shaping of many of the most fundamental beliefs that had influenced the behaviour of mankind for 50 centuries. It was also intimately related to the invention of the crafts of the carpenter and the stonemason and the arts of the sculptor, the painter, the architect, and the shipbuilder. The practice of embalming was thus directly or indirectly responsible for shaping the nascent civilization of the world at large into its distinctive form, directing human thought into the fantastic expressions found in early beliefs and myths, and compelling men to devise many of the arts and crafts by which the conquest of world by man had been effected.



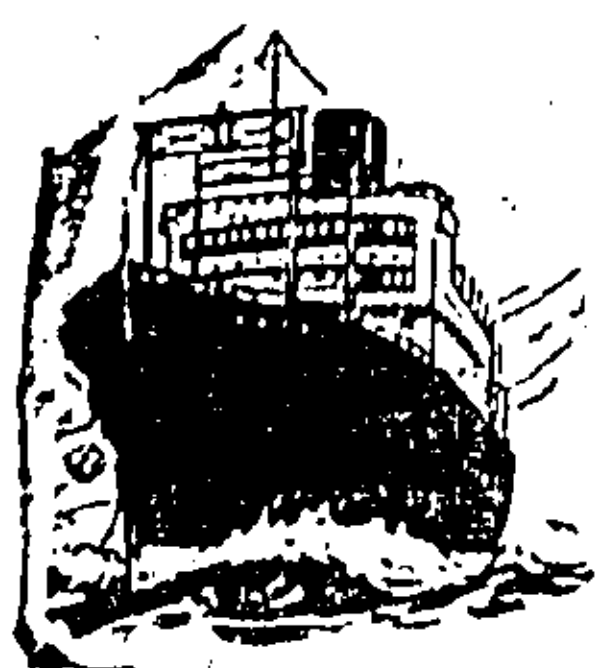
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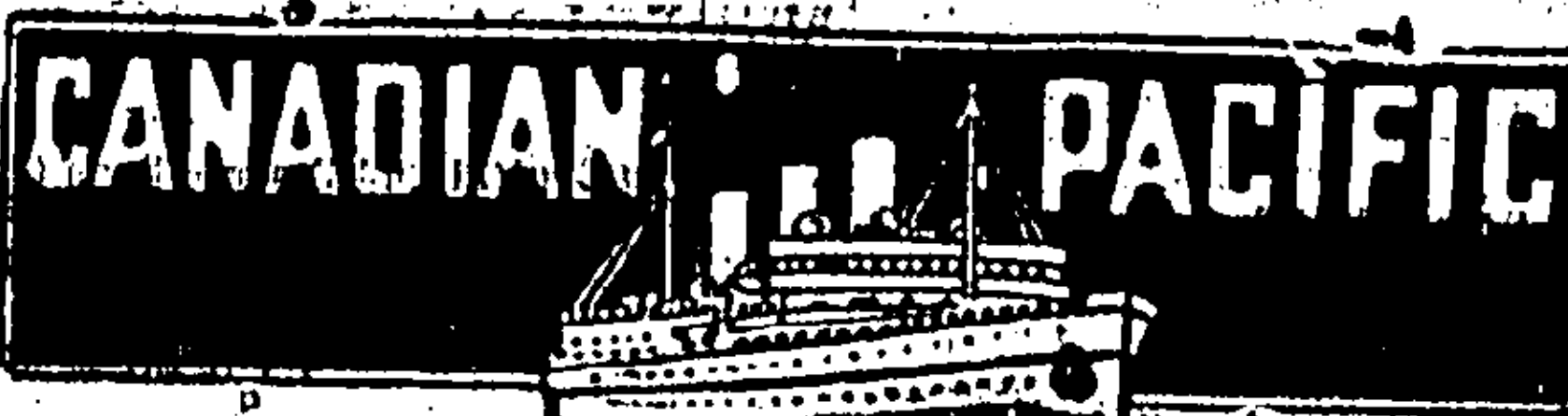


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Tjibodas	Amoy	4th Apr.	6th Apr.	Mak. & S'hai
Tjikembang	Batavia	4th Apr.	10th Apr.	Shanghai
Tjiluwong	Java	5th Apr.	9th Apr.	Amoy & S'hai
Tjimanoeck	Japan	8th Apr.	10th Apr.	Batavia
Tjilak	Dai y	15th Apr.	16th Apr.	Batavia
Tjilatjap	Java	16th Apr.	18th Apr.	Japan
Tjikini	Java	22nd Apr.	24th Apr.	Amoy & S'hai
Tjilboet	Japan	24th Apr.	25th Apr.	Batavia
Tjiluwong	Amoy	26th Apr.	28th Apr.	Java & Mak.
Tjisondari	Batavia	26th Apr.	30th Apr.	Shanghai
Tjitaroom	Java	28th Apr.	1st May	Japan via Yok.

*Via Makassar
*Via Batavia
The steamers are all fitted throughout with electric light and have a combination of a limited number of saloon-passengers. The steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands, India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
EMPEROR AUSTRALIA	Apr. 11	EMPEROR SCOTLAND	May 15
EMPEROR ANIA	May 1	EMPEROR CANADA	May 20
EMPEROR CANADA	May 15	EMPEROR SCOTLAND	June 0

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Ocherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.

HONGKONG—MANILA SERVICE.

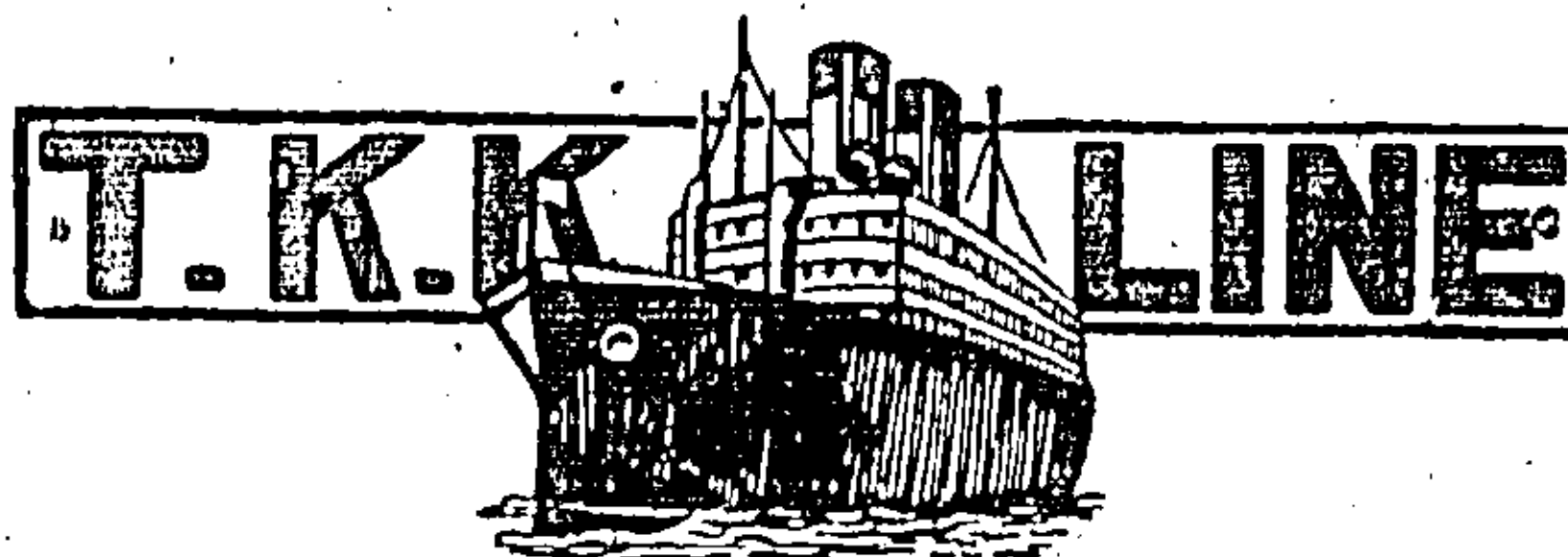
From	Due	From	Due
Hongkong	Manila	Manila	Hongkong
Apr. 25	May 9	Apr. 26	May 12
May 7	May 9	May 10	May 12

Passenger Department:

Freight and Express:

Tel. G. 752 Cable: CANPAC

Tel. G. 42 Cable: NAUTIG



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, KOBE, YOKOHAMA & HONOLULU

Connecting at San Francisco with Southern Pacific.
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

S.S. "KOREA MARU"
(20,000 Tons Displacement)
will be despatched
Saturday, April 4th, at Noon.

Proceeds up River and berth alongside Mantetsu wharf at Shanghai
REDUCED FARE TO EUROPE.

First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU April 16th.
BOKUYO MARU June 3rd.

Y. TSUTSUMI, Manager.

Agents at Canton:

King's Building.

Messrs. T. E. GRIFFITH, Ltd.

Tel. Nos. C. 2874 & 2875.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 9th Apr.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building. Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'elles
ANGERS			12th Apr.
PAUL LECAT			14th Apr.
ANDRE LEBON	12th Mar.	14th Apr.	26th Apr.
AMBOISE	26th Mar.	27th Apr.	10th May
CHANTILLY	9th Apr.	11th May	24th May
PORTHOS	23rd Apr.	25th May	7th June

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and free Doctor's attendance)
1st Class \$98.00 B. Class 1st Class \$83.00
2nd Class \$68.00 Steamers 2nd Class \$50.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIENS COMMERCIALES (CARGO-BEATS).
S.S. "COMMISSAIRE BABEL" from Dunkirk, London, Havre
is due to arrive about 22nd April.

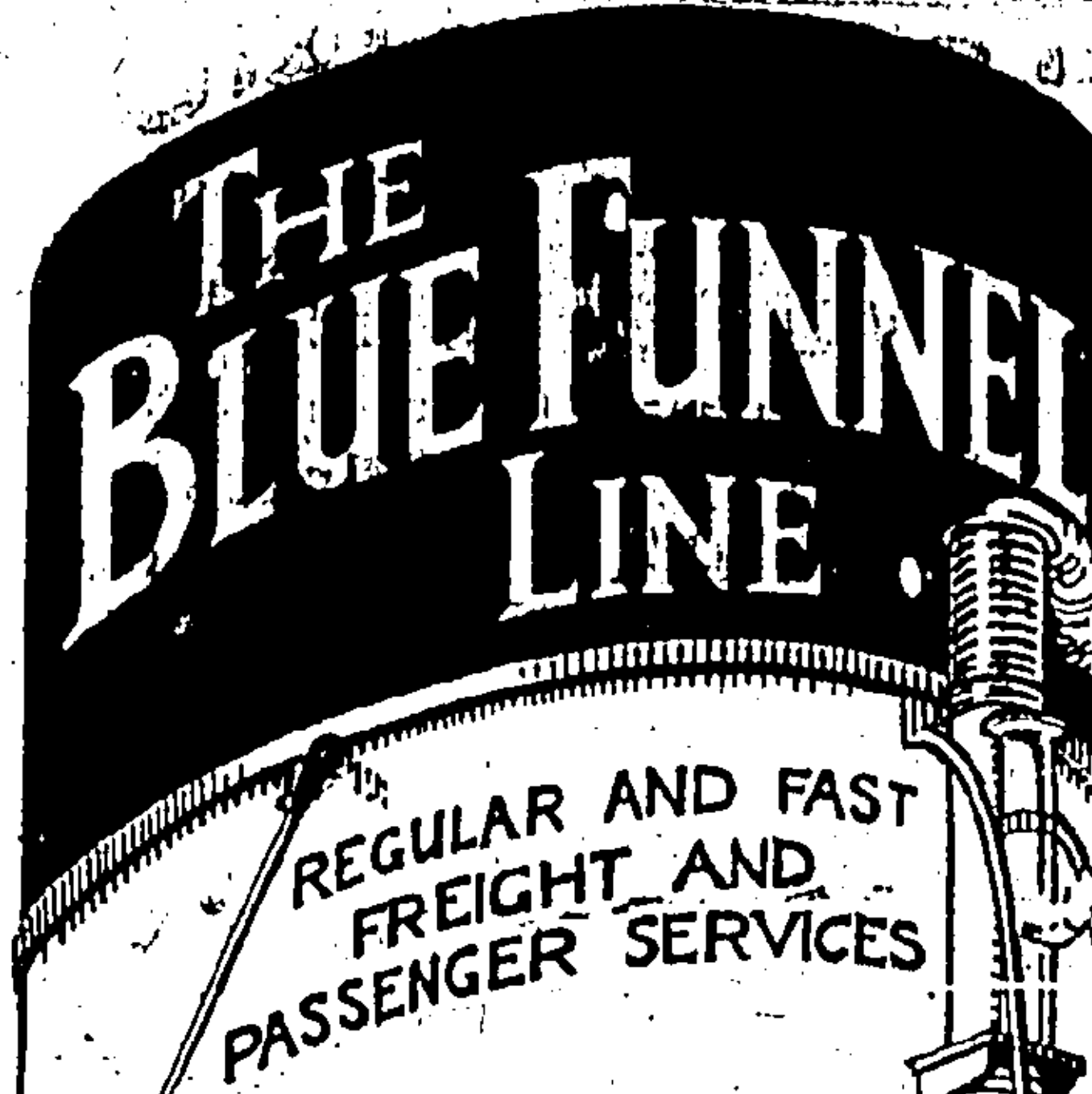
For full particulars apply to

Telephone Central 74

Messageries Maritimes Co.

2 Queen's Building.

PACIFIC SHIPPING.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"ANTENOR" 7th Apr. Marseilles, London, Rotterdam & Glasgow
"LAONEDON" 13th Apr. London, Rotterdam & Hamburg.
"LYCAON" 20th Apr. Marseilles, London, Rotterdam & H'burg.
"ENAUDEUS" 27th Apr. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"TEUGER" 6th Apr. Marseilles, Liverpool & Glasgow.
"NINGCHOW" 20th Apr. Genoa, Marseilles, Liverpool & Glasgow.
"AJAX" 1st May. Marseilles, Havre, Liverpool & Glasgow.
"OANFA" 20th May. Genoa, Marseilles, Liverpool & Glasgow.
via Port Sudan

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"PHILOCTETES" 22nd Apr. Victoria, Seattle & Vancouver.
"TALITHYRUS" 15th May. Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(via SUEZ or PANAMA)
"HELENUS" 19th Apr. Boston, New York & Baltimore via Suez
"JASON" 7th May. Boston, New York & Baltimore via Suez
"DIOMEDE" 7th June. Boston, New York & Baltimore via Suez

PASSENGER SERVICE.

"ANTENOR" 7th Apr. Singapore, Marseilles & London.
"HECTOR" 5th May. Singapore, Marseilles & London.
"SARPEDON" 16th June. Singapore, Marseilles & London.
"PATROCLUS" 28th July. Singapore, Marseilles & London.
"ANTENOR" 25th Aug. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire.

Agents.

AMERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By Struthers & Barry, Managing Operators
REGULAR FAST FREIGHT SERVICE

TO SAN FRANCISCO & LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE
(23 days to San Francisco—28 days to Los Angeles.)

U.S.S.B. "West Farallon"Duo Hongkong 8th Apr.
Leave Hongkong 10th Apr.

Cargo accepted for transhipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

TO CEBU, ZAMBOANGA & SINGAPORE.

U.S.S.B. "West Sequana"Duo Hongkong In port.
Leave Hongkong TO-DAY.

TO MANILA, CEBU, TABACO & ILOILO.

U.S.S.B. "West Jester"Duo Hongkong 22nd Apr.
Leave Hongkong 23rd Apr.

Through bills of lading issued to all ports not served
For full information apply to

STRUTHERS AND BARRY.

Phone Central No. 3008. 1st Floor Queen's Building
L. EVERETT, INC. A. Schofield.
General Agents. Res. Agent.
Japan, China, Philippine Islands, Indo-China, Straits Settlements

COMPANY REPORT.

LANE CRAWFORD, LTD.

At an allocation meeting yesterday the Directors of Messrs. Lane, Crawford, Ltd., made the following dispositions of profits for last year:

Balance on Profit and Loss a/c. \$225,462.00
which after allowing for Depreciation 18,801.20

206,660.70

and adding the balance brought forward from last year 26,710.07

leaves the sum available for distribution \$233,370.83

It is proposed to place to Reserve \$20,000.00

To pay a Bonus to Staff of approx. \$14,000.00

To pay a Dividend of \$1.25 per share and a bonus of 15 cents per share, making \$1.40 in all, absorbing 175,000.00

and carrying forward the balance of approx. to the credit of the new account 24,200.00

\$233,200.00

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MANTUA	10,902	5th Apr. D.L.	Marseilles & London
KARMA	9,098	18th Apr.	M'les, L'don, A'worp & Hull
NAGHORE	5,283	21st Apr.	S'pore, P'ang, C'ho & B'bay
LAHORE	5,252	24th Apr.	Singapore & Bombay
MACE DONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, P'ang, C'ho & B'bay
NAGOYA	6,854	26th May	Marseilles & London
SOUDAN	6,696	28th May	S'pore, Penang & Calcutta
MOREA	10,911	30th May	Marseilles & London
SICILIA	6,813	9th June	S'pore, P'ang, C'ho & B'bay
KALYAN	9,144	13th June	M'les, London & Anwerp
MALWA	10,941	27th June	Marseilles & London
DELTA	8,097	6th July	S'pore, P'ang, C'ho & B'bay
KASHMIR	8,983	11th July	M'les, London & Antwerp
SARDINIA	6,684	22nd July	S'pore, P'ang, C'ho & B'bay
MANILA	1,0302	25th July	Marseilles & London
KASHMIR	8,983	8th Aug.	M'les, London & Antwerp
MACE DONIA	1,1084	22nd Aug.	Marseilles & London
NAGOYA	16,227	5th Sep.	Marseilles & London
KARMA	9,098	19th Sep.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	24th Apr.	S'pore, Penang & Calcutta
TALAWA	10,006	1st May	S'pore, Penang & Calcutta
TALAWA	8,500	6th May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	29th Apr.	Manila, S'kan, Thursday Is., Townsville, B'bane, S'ney and Melbourne
STANDA	6,956	3rd June	
ARAFURA	6,000	1st July	

Call at Kolambagan

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Taiwan, Timor, Darwin, or other ports en route as indicated on office. Frequent connections from Australia with the following:-
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	4th April A.M.	Moji & Kobe
TALAWA	10,006	5th April D.L.	S'hai, Moji, Kobe & Yoko.
TALAWA	8,500	15th April	Kobe
SARDINIA	6,684	17th April	Shanghai, Moji & Kobe
NAGOYA	6,854	23rd April	Shanghai, Moji & Kobe
TAKIWA	7,936	28th April	Kobe
MOREA	10,911	1st May	Shanghai, Moji & Kobe
SOUDAN	6,696	1st May	Shanghai & Kobe
TAUREA	7,983	5th May	Kobe
TANDA	6,956	9th May	Moji & Kobe
KALYAN	9,144	15th May	Shanghai, Moji & Kobe
SICILIA	6,813	15th May	Shanghai & Kobe
MALWA	10,941	28th May	Shanghai, Moji & Kobe
ARAFURA	6,000	6th June	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENSHANE	9th April	GLENIFFER	3 p.m. 6th April
GLENPP	14th April	L'don, R'dam & H'burg via Oran	
CARMARTHENSHIRE	30th April	GLENGLIE	15th April
CARNARVONSHIRE	14th May	London, Rotterdam & H'burg	
GLENTARA	3rd June	GLENGLRY	4th May
		London, Rotterdam & H'burg	

Movements are subject to change without notice.
For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hk. for M'la, Port Banga, Thurs. Is. & A'lian Ports
TAIWAN	4th May	9th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36. Agents.

COMPANIA TRANSATLANTICA DE BARCELON
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	27th Mar.
ISLA DE PANAY	23rd May
LEGASPI	14th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 4th May
LEGASPI ... 25th June
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply to:-

BOTEHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.
O. D. BARRETTO, Ltd., 34 Central Avenue, D. C. CAN TON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through passage rates to Europe via America G. \$405. G. \$420. G. \$440

IYO MARU	Friday, 3rd Apr. at 11 a.m.
SHIDZUOKA MARU	Thursday, 23rd Apr.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
KASHIMA MARU	Wednesday, 8th Apr. at 11 a.m.
HAKONE MARU	Saturday, 25th Apr.
HAMBURG via LONDON & ROTTERDAM & Ports.	
MITO MARU	Wednesday, 15th Apr.
LIVERPOOL via ADEN & MARSEILLES.	
TSURUGA MARU	Monday, 13th Apr.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 22nd Apr. at 11 a.m.
MISHIMA MARU	Wednesday, 20th May.
NEW YORK and/or BOSTON via PANAMA.	
LISBON MARU	Wednesday, 15th Apr.
BUENOS AIRES via Singapore, Durban & Cape Town.	
AWA MARU	(Calla D. Bay & P.E.) Friday 8th May.
BOMBAY via Singapore & Colombo.	
CALCUTTA MARU	Friday, 10th Apr.
TAMBA MARU	Tuesday, 28th Apr.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Saturday 11th Apr.
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Thursday, 16th Apr.
SHANGHAI, KOBE & YOKOHAMA.	
TAJIMA MARU	Saturday, 4th Apr.
FUSHIMI MARU	Sunday, 5th Apr.
TONIURA MARU	Sunday, 12th Apr.
HAKOZAKI MARU	Tuesday, 21st Apr.

For further information apply to:- NIPPON YUSEN KAISHA.
Tel. Central Nox. 292, 293 & 2432. S. KINOSHITA, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sails about 3rd Apr.
S.S. "DACRE CASTLE" ... Sails about 10th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).

TAKING, CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.

£66.

NEXT SAILING.

OUTWARD: FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" ... Sails about 12th Apr.
S.S. "SILVIO PELLICO" (cargo only) Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 13th Apr.
S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 31st May.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

OREGON ORIENTAL LINE

Operated for
UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY
"25 days HONGKONG to PORTLAND."

Steamer	For Portland via Japan Ports.	Sails
U. S. S. B. West Jessup		April 6th.
U. S. S. B. West Kador		April 30th.
	For Manila, Iloilo & Cebu.	
U. S. S. B. West Kador		April 7th.
U. S. S. B. West Jessup		April 22nd.
U. S. S. B. West O'Rowa		May 7th.
U. S. S. B. Oakridge		June 3rd.
	For O'Rowa without notice	

All sailings subject to change without notice.

Cargo accepted for Manila, Iloilo and Cebu.
Through Bills of Lading issued to all rail overland points in the U.S.A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Canton Agents,
JOHN MANNERS & CO.
Room 26 Bank of Canton Building,
6 Des Voeux Road Central,
Telephone Central 4871.

COAST SHIPPING.

THE BANK LINE LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF DURBAN via Suez Canal 7th Apr.
S.S. CITY OF BOMBAY do. 25th Apr.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. MARISTON via Suez Canal 30th Apr.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. TRAFFORD HALL 17th April
For Marseilles, London, Rotterdam & Hamburg.

S.S. CITY OF ATHENS 2nd May
For London, Rotterdam & Hamburg.

S.S. CITY OF GLASGOW 14th May
For Marseilles, London, Antwerp & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE

S.S. ... SURAT ... Sails Hongkong 25th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through bills of lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

For freight or passage on any of the above Lines. Apply to:-
THE BANK LINE LTD.
Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. CITY OF DURBAN ... via Suez Canal ... 7th Apr.
S.S. HELENUS ... via Suez Canal ... 13th Apr.
S.S. CITY OF BOMBAY ... via Suez Canal ... 25th Apr.
S.S. JASON ... via Suez Canal ... 7th May.
Calls New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd. CANTON.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haining ...	A. H. Stewart ...	FRI., 3rd Prox. at 4 p.m.
Hailong ...	Ellis Walker ...	TUES., 7th Prox. at 1 p.m.
Hailong ...	W. S. Turnbull ...	FRI., 10th Prox. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Hailong" & "Hailong" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

AMERICAN PIONEER LINE

Operated for

UNITED STATES SHIPPING BOARD

by

ATLANTIC, GULF & ORIENTAL STEAMSHIP COMPANY,

S.S. "OAK PARK,"

Sailing April 20th.

FOR

Boston, New York and Philadelphia via Suez.

For freight and further particulars apply to:-

ADMIRAL ORIENTAL LINE,

Agents for the Orient.

Hongkong & Shanghai Bank Building,
Telephone Central 2477, 2478 and 2479.

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

The Steamship "BENCLEUGH"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 23rd inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 9th inst. at 10 a.m.

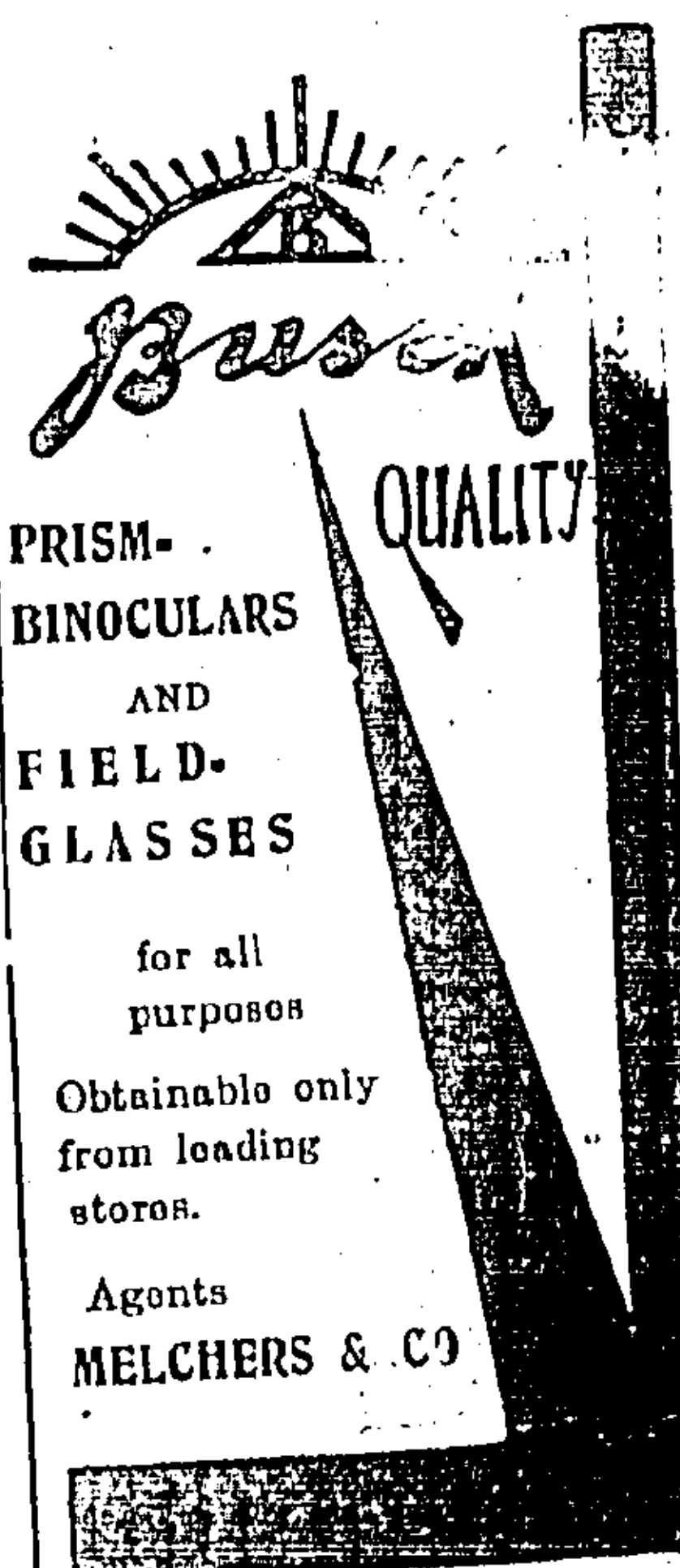
No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON AND

CO., LTD., Agents.

Hongkong, 3rd. April 1925.



Perfect
Expression

IS AN IMPORTANT POINT TO
A MASTER PIANIST, WITH

THE
MORRISON
PIANO

the instrument re-
sponds to every mood
of the player, making
it a pleasure to play
on it.

Let us demonstrate this
to you at our Show Room;

TSANG FOOK
PIANO CO.,

8, Des Voeux Road,
Central.

Entrance: Ios House Street.
Telephone C. 4448.

